

A sailboat with a red and white striped sail is the central focus, positioned in the upper left quadrant. The sail features the number '3888' and a stylized logo. In the background, a long bridge stretches across a body of water under a cloudy sky.

latitude **38**

THE NORTHERN CALIFORNIA SAILING SHEET
VOL. 52 OCTOBER 1981

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fine yacht as "Denmark's finest cruising boat, comparable only to Nautor and Baltic in Finland . . ."

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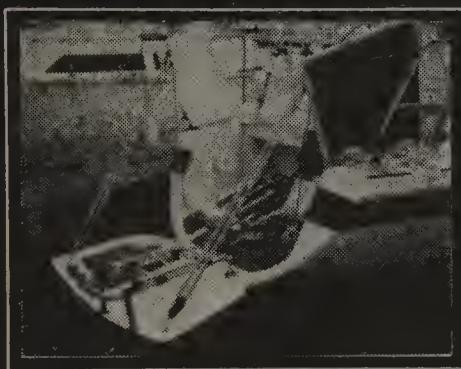
An abundance of clever design features — from recessed spinnaker pole to the "security transom" — set this yacht apart from anything we've seen.

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Sweet Okole's sails are bought from Richards and van Heeckeren. Dean Treadway, her owner, is meticulous, knows what he wants, and weighs his options carefully. From his sails he demands superior speed and from his sailmaker he demands superior service, and Dean gets both.

Since 1973, the year in which Kame Richards and Jake van Heeckeren opened their sail loft, there have been five TransPacs and three times the overall winner was equipped with sails from their loft. That is an enviable record, and Richards and van Heeckeren and the staff is justifiably proud that these winners decided to equip their yachts with "Pineapple" sails.

Sweet Okole's final sail purchase for this year's TransPac was a new jib top and a pair of spinnakers. Dean wanted our latest design concepts embodied in the primary sails which would be responsible for most of the boat speed during the race. As a result he had that little extra which only a dedicated custom loft is willing to provide.

We thank Dean Treadway for taking us along for our third TransPac win.



Photo by Fotoboat Co.

Sweet Okole★ Winning the 1981 TransPac

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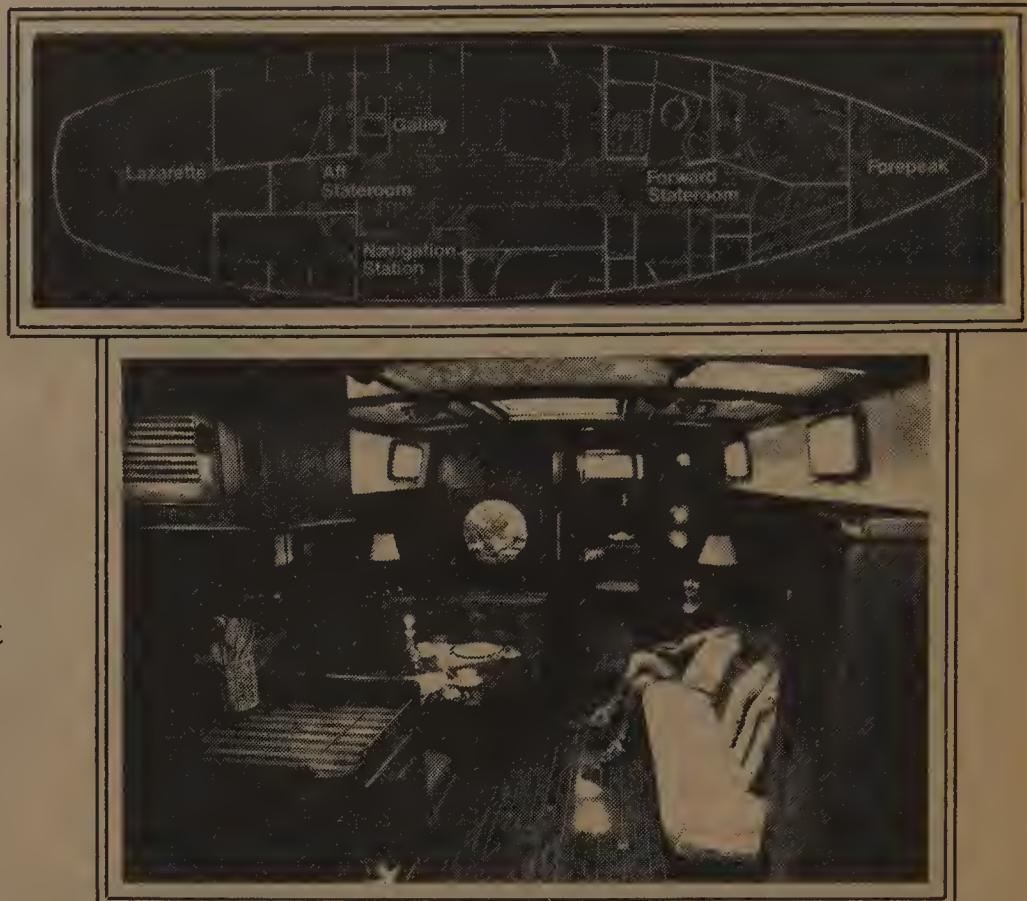
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SPECIFICATIONS

L.O.A. 43'10½"
L.W.L. 31'3"
BEAM 12'3½"
DRAFT 6'3"
DISPL. 25,000
S. A. (cutter) 899 sq. ft.

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NORSEMAN 447 BY ROBERT PERRY
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The NORSEMAN 447 represents Bob Perry's latest design in the mid forty foot range. The NORSEMAN is a high performance cruising yacht, yet its design is such that it can easily be sailed over long distances by a short handed crew. She is extremely stable yet very responsive in light air and gives excellent performance on all points of sail.

The NORSEMAN'S interior is very spacious and with headroom ranging from 6'8" to 6'4" throughout, she is ideal for sailors of all sizes. The tri-cabin, 2 head layout is well lit and ventilated by a combination of 9 opening ports, 6 opening hatches, 5 deck prisms, 5 dorade type vents and six fixed windows.

The galley is both large and functional and has more than adequate stowage while the main salon easily seats 6-8 for meals or socializing. Topsides, the deck layout is extremely efficient and can be easily modified for a cutter rig. The sail plan is extremely powerful allowing for quick passages in light air, yet easily reduced for more efficient offshore conditions.

So, all in all, if you are looking for a well found performance cruiser or if you are tired of the I.O.R. headaches but not the speed, then the NORSEMAN 447 is the boat for you.



SAIL PLAN

SPECIFICATIONS

L.O.A. 44'7"
D.W.L. 37'6"
BEAM 13'0"

DRAFT 6'4"
DISPL. 28,000
S. A. 937 sq. ft.

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The inventors of the **Radial Head Spinnaker** continue to use their 25 years of sailmaking experience and the latest in computer technology to bring you a new sail design. The new Radial Headsail was developed specially for the needs of the modern performance minded cruiser.

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COVER PHOTO:

Dave Fladlien's *Confrontation* during the Big Boat Series

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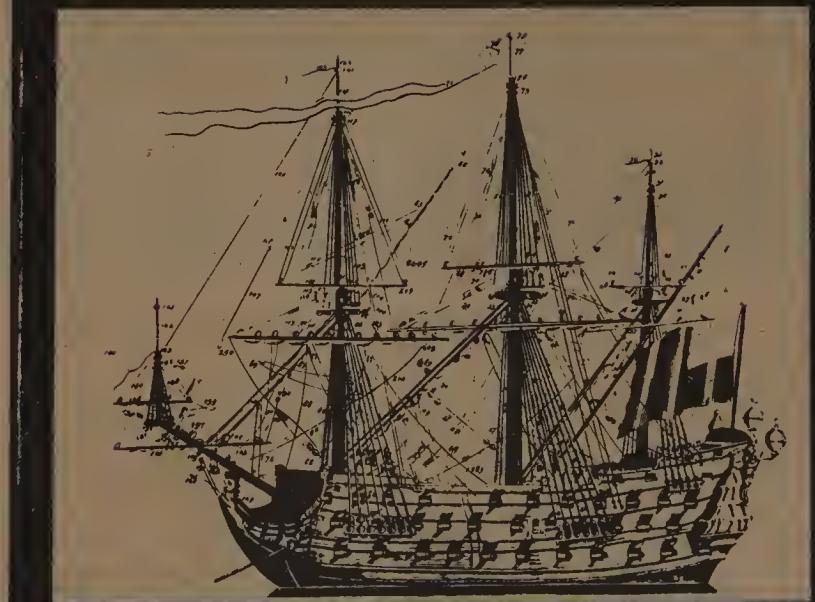
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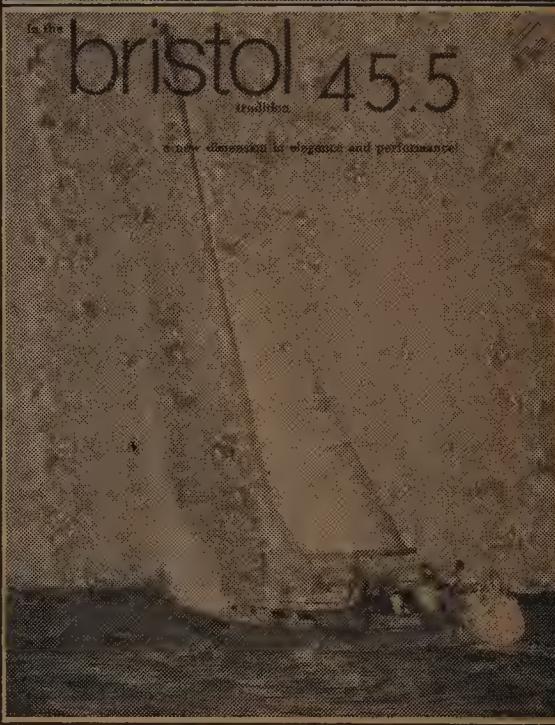
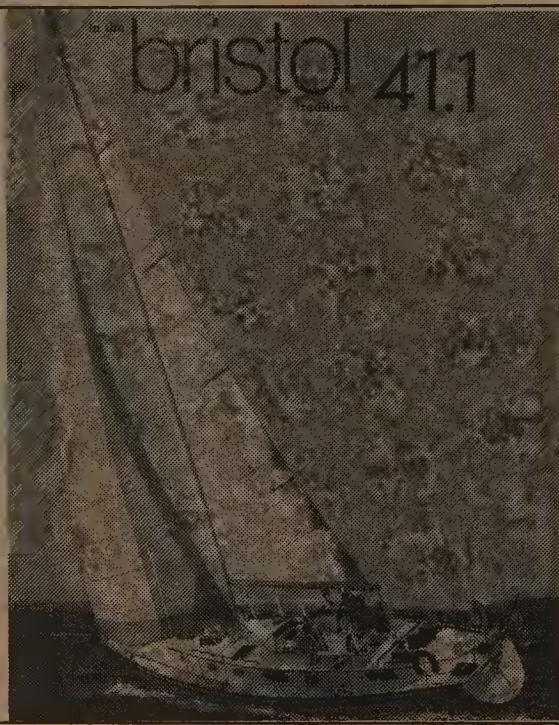
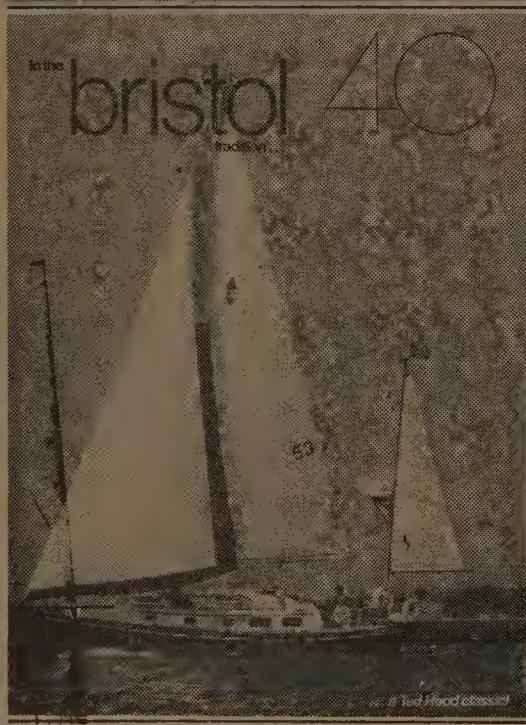
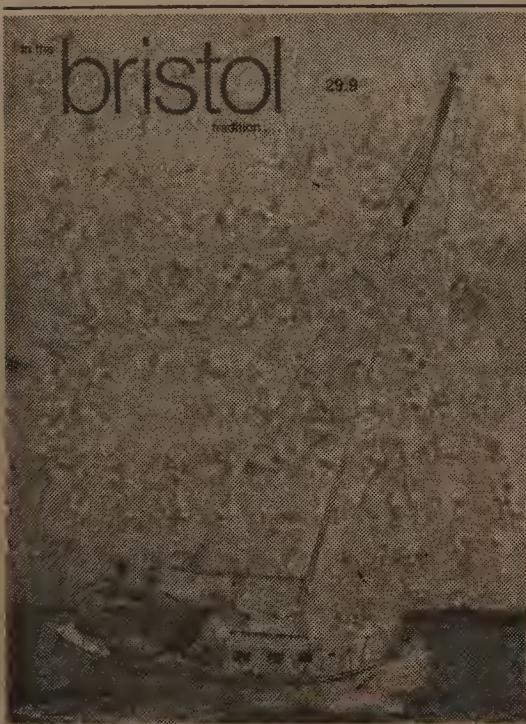
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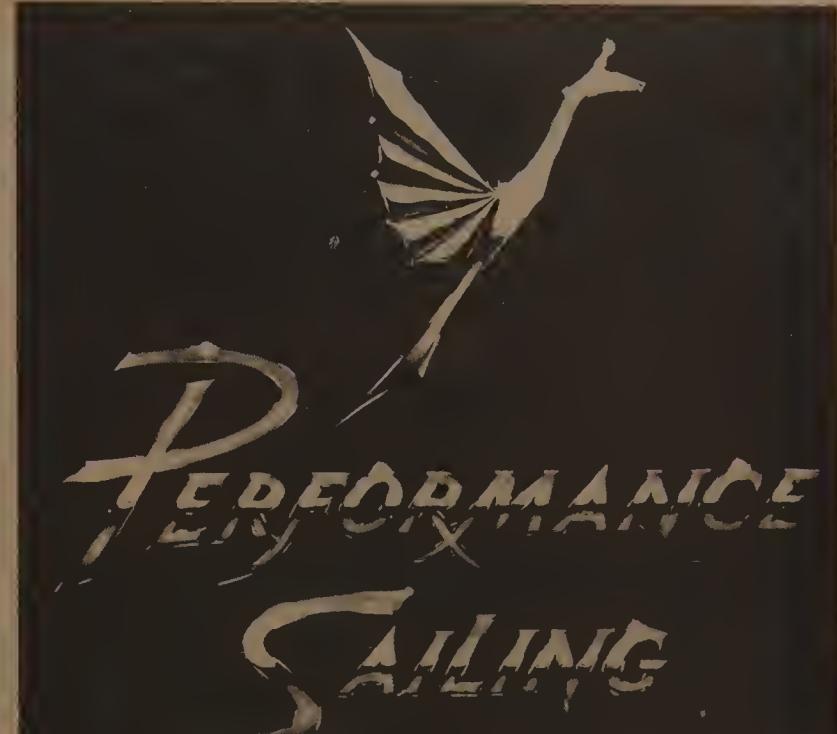
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latitude
38

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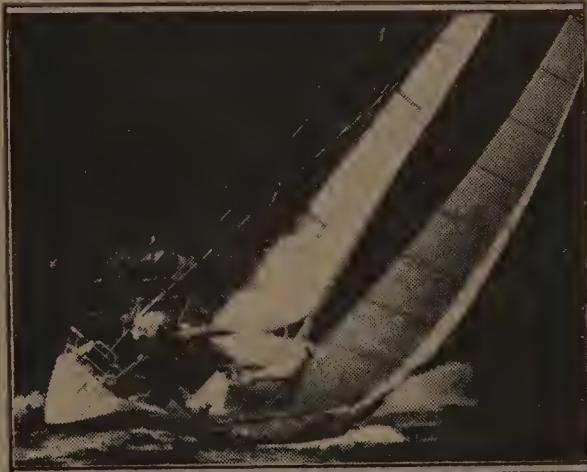
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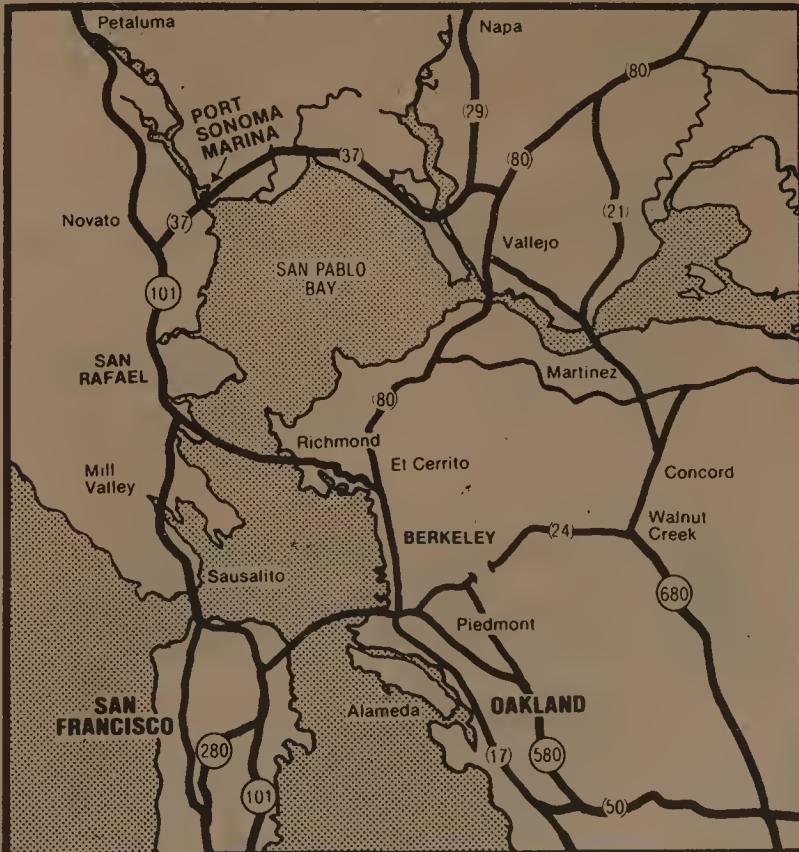
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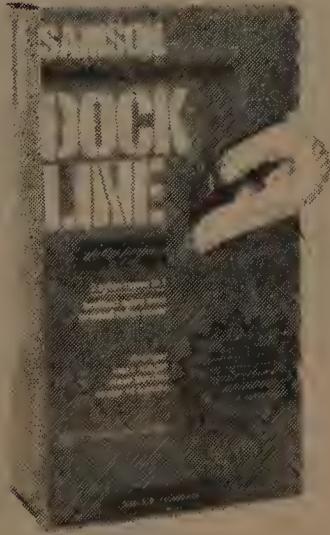
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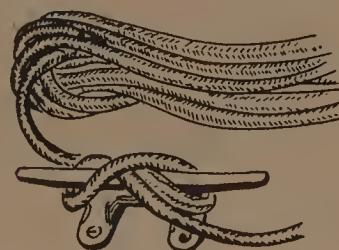
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Cruising World Yachts is now the proud representatives for the Pacific Seacraft family of yachts. The line includes the Flicka, PS 25, Orion, Mariah, and the Crealock 37. All are exceptional yachts, which makes them perfect additions to the outstanding list of yachts already represented by Cruising World.

The Pacific Seacraft Corporation's dedication to building quality sailboats with emphasis on construction, performance, comfort, and design is quite evident in these remarkable yachts. We invite you to come by and take a closer look at these distinctive world cruisers.

Flicka

Flicka is an extraordinary offshore cruising yacht designed by Bruce Bingham, N.A. and heavily built to withstand the rigors of offshore cruising. Her popularity has been astounding, and reflects the trend of many sailors to smaller craft which are more affordable, easier to handle and easier to maintain. Flicka is all of these and more. She can be trailed, and her 8' beam and full 6' headroom give her more roominess below than boats 30% larger. She's a sensational sailer—fast, stable and responsive. Her performance and reliability have been proven by hundreds of Flickas now sailing all over the world.

LOA	20'0" (24'0" inc. bowsprit)
WL	18'2"
Beam	8'0"
Draft	3'3"
Shipping Wt. Dry	4,500
Displacement	6,000
Ballast (Lead)	1,750
Sail Area	
Standard	250 sq. ft
Gaff	288 sq. ft
Headroom	6'0"

ORION 27

LOA	27'4"
(30'11" inc. bowsprit)	
WL	22'2 $\frac{1}{4}$ "
Beam	9'3"
Draft	4'0"
Displacement	10,000 lbs.
Ballast	3,200 lbs.
Sail Area (approx.)	
Sloop	428 sq. ft.
Yawl	452
Cutter	508
Headroom	6'1"



Orion 27 is the newest star at Pacific Seacraft. And she's got everything it takes to be a Superstar—exceptional design which ensures swift and reliable cruising performance, ideal proportions for ease of handling and maintenance, a spacious cockpit, an elegant wineglass transom. Ageless beauty, and a completely original modular interior for enjoying the good life aboard. Interior features include a full size separate chart table, deep double s.s. sink, and optional hot and cold pressurized water system. A 2 cylinder, 15 h.p. diesel engine is standard. Orion is built to the same exacting standards of excellence as all Pacific Seacraft yachts, making her a super companion for safe world cruising.



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The Crealock 37 is a superb high performance cruising yacht which incorporates all the qualities an experienced sailor looks for in "a proper yacht"—seaworthiness, premium quality, exceptional performance, comfort and beauty. Her designer, W.I.B. Crealock, has utilized a modern split keel and skeg rudder underbody. She's sleek, beautiful, and a brilliant performer in all conditions, as was proven by her remarkable performance in the recent Singlehanded Transpacific Yacht Race. She'll accommodate six and has features specifically designed for extended ocean voyages.

LOA	36'11"
WL	27'9"
Beam	10'10"
Draft	5'4"
Displacement (approx.)	16,000 lbs.
Ballast (Lead)	6,000 lbs.
Sail Area	573 sq. ft.
Yawl	619
Cutter	708
Headroom	6'4"

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43' Hans Christian. Just returned from Mexico-ready to return. At \$20,000 below replacement this 1978 one-owner boat is a "Best Buy." See her at our dock now.



41' Newport by C & C. Elegant interior on a "go-fast" yacht. Rod Rigging, Spin, Gear, VHF, Stereo, Knotmeter, Depth-sounder, CB, Pressure Water. 1979 Exc. condition. \$84,950.



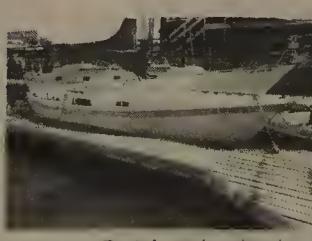
27' Vega, 1972. New Volvo Dsl. 10 hrs., New Dodger, Cockpit Awning, Autopilot, Cruised west coast, very clean. Berth avail. \$26,500.



U.S. 30. Electronics-Good Sail Inventory, Diesel, Nicely Maintained-Berkeley Berth. Asking \$33,500.



33' Ranger. Gary Mull outdid himself with this design. Cruise to Hawaii-Race to Mexico. This is a go anywhere yacht. 2 from \$43,500.



Cal 2-24. Fast, fun, class bay boat. Exceptionally well maintained. North sails with Jiffy reefing, Johnson 9 hp O.B., Knotmeter, Compass, More! \$8,000-owner will accept offers.

Power

26' PACEMAKER	27,500
35' EAGLE TRAWLER	51,950
35' CHRIS SEASKIFF	28,500
36' CHRIS CONNIE	13,950
37' C & L TRAWLER	97,950
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42' MATTHEWS	39,500
44' TROJAN	242,000
46' CHRIS H B	75,000
48' CHRIS	74,000
49' ALASKAN TRAWLER	205,000
57' CHRIS M Y	167,000
60' STEPHENS	175,000
61' STEPHENS	220,000
67' GOLDEN MEADOW TRAWLER	150,000
70' CUSTOM M Y	98,000
90' HOLLAND TRAWLER	895,000
98' LUXURY YACHT	900,000



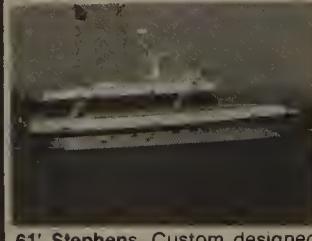
37' C & L Trawler. Unique wide aft cabin, Twin Volvo Turbo Dsl., Gen., Complete Flybridge Canvas, Bathtub, Sec. Alarm System, Telephone Hook-up. \$97,950.



57' Chris, 1966. Tw Diesel, 15 KW Kohler, Bendix Auto Pilot, RDF, VHF, CB. Now Only \$175,000.



35' Eagle Trawler, 1977. Single 120 Ford, Lehman Dsl., Radar, Autopilot, Gen., Washer/Dryer, Avon, Bimini & Bridge cover Berth avail. \$51,950.



61' Stephens. Custom designed, Power Cruiser with Twin 308 hp. engines. Tastefully appointed interior, including 3 private staterooms, Fully Electric Galley, Air & Heat, Wet Bar, and Much More. Appt. only \$225,000.

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**30% Off List Price on
Z-SPAR® Bottom Paints.**

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**A Factory Representative will be here from
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to answer your questions.**

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MODEL BU25K. The basic instrument on all yachts for nav., sail trim & efficiency. This highly accurate k.m. requires no power, only 2 wires from the turbo transmitter for hookup. Once installed it operates year after year requiring no maintenance. The turbo transmitter can be removed while afloat for cleaning if necessary.

List: \$139.00

SPECIAL SALE: \$99.95



MODEL BU25WS windspeed. A rugged, lightweight windspeed indicator that instantly tells of wind changes & weather trends, self-powered, complete, & easy to install.

List: \$150.00

SALE: \$112.50



MODEL BU25AW apparent wind. Companion to BU25KW or BU25WS. Sensitive, accurate with a light weight masthead unit & a minimum 12VDC .003 current drain. Wind direction is one of the most important factors in achieving sailing efficiency & safety.

List: \$185.00

SALE: \$138.75

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SC — 50

FASTESt FIFTY

SILVERSTREAK'S boat speed using DE WITT SAILS dominated a star-studded field of sailors competing for one design honors in the Santa Cruz 50 fleet during the '81 Big Boat Series.

"Going fast is fun, being consistently faster than all those other 50's was even MORE fun" according to Jim DeWitt who sends congratulations to skipper Bob Brockoff and the entire crew of SILVERSTREAK.



Get your boat in "Streaking" fast condition for Mid-Winter Races.

10% FALL DISCOUNT NOW IN EFFECT ON ALL NEW DEWITT SAILS ORDERED OCTOBER 1 to NOVEMBER 30.

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Tiffany Jayne is fast and fun!

Sea trials in the ocean and San Francisco Bay confirm our goals... She's pretty, she's comfortable and she flies!

Tiffany Jayne is a unique yacht concept that must be seen... and sailed.

LOA: 33'10"

LDWL: 25'0"

BEAM: 8'0"

DRAFT: 5'6"

DISPLACEMENT: 5790 lbs.

BALLAST: 3010 lbs.

I: 34'9"

J: 11'5"

P: 36'7"

E: 14'2"

SAIL AREA

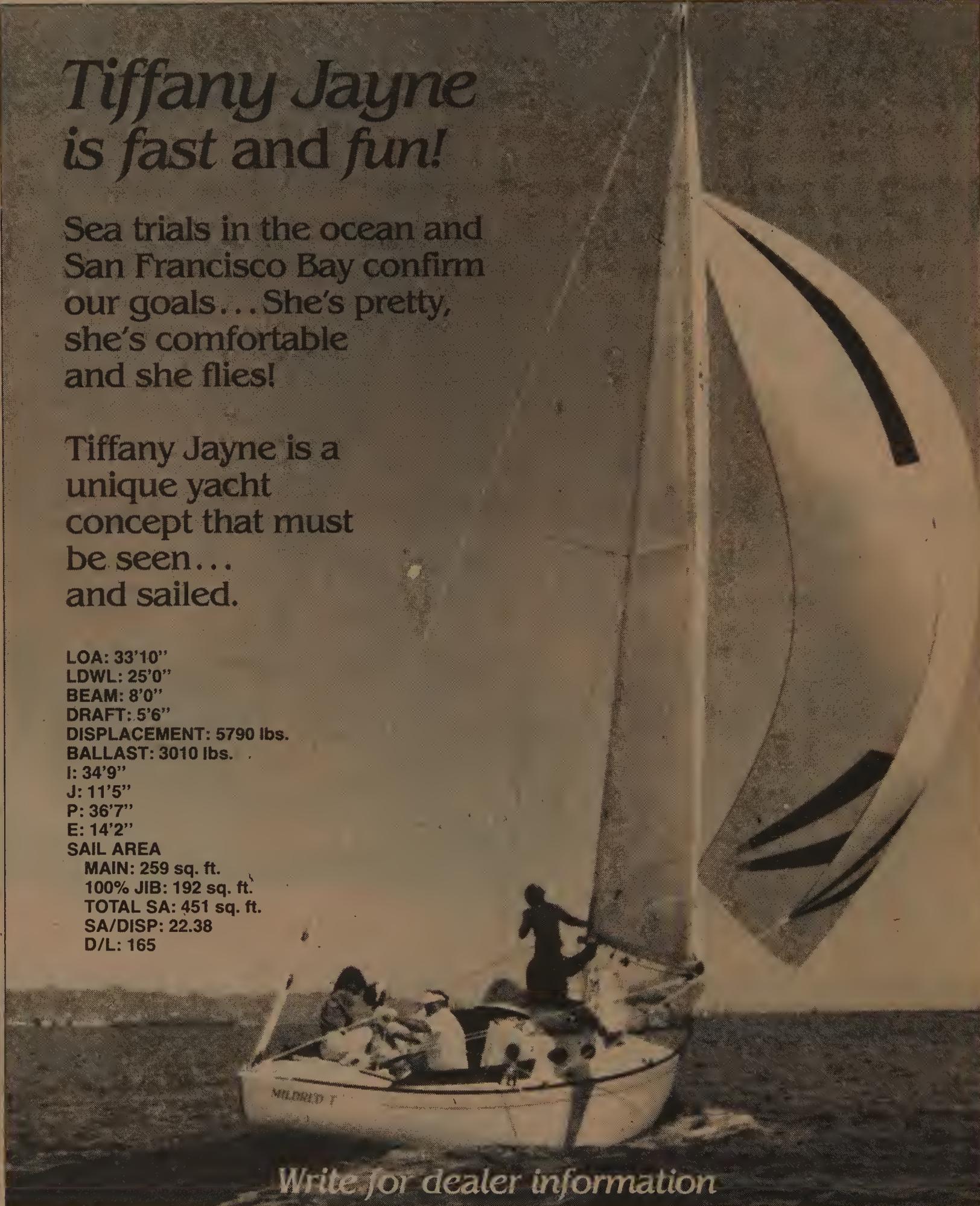
MAIN: 259 sq. ft.

100% JIB: 192 sq. ft.

TOTAL SA: 451 sq. ft.

SA/DISP: 22.38

D/L: 165



Write for dealer information

C & B MARINE
CUSTOM BOATBUILDERS

CALENDAR

Oct. 3-5 — 505 Pre-Worlds, Berkeley Circle. Last gasp chance to qualify for the Worlds.

Oct. 3-10 — World Sailing Speed Record week, Portland, England. Peeling gel coat in an attempt to break sailing speed records.

Oct. 8-14 — 505 Worlds. Eighty-five of the hottest skippers and boats in the world take on the Berkeley Circle. Local hero(ines) include Lafayette's Jon Andron, Los Altos' Dr. Dennis Surtees, and Palo Alto's Sally Lindsay, who won the 505 North Americans in 1978. One-design racing at its finest.

Oct. 9 — *600 Days to the Cocos Islands*, a film by Gene Evans from Santa Cruz. Cruise the Pacific coast from California to the Galapagos, with stops for hearty bowls of fish head soup! San Mateo Performing Arts, See Sightings for more details and other showings.

Oct. 10 — Northpoint Yacht Club's TransPac regatta. For TransPac veterans. Anchor Steam Beer instead of Mai Tai's. 647-1668.

Oct. 10-11 — SBRA regatta, St. Francis YC. Season finale for centerboard boats.

Oct. 11 — Sausalito Cruising Club's Weaver Memorial Regatta. In memory of former SSC Commodore and wife, both presumed lost at sea in South Pacific. Noon start, five divisions, all PHRF. 332-9922 or 332-9349.

Oct. 17 — Kauai Iki Challenge Cup. Jay Varner, 835-1135. For teams and individual boats. Prepare for next year's TransPac with a short trip ouside the Golden Gate.

Oct. 17 — Marine Hardware Flea Market and Trailerable Boat Auction, Mariner Square, Alameda. Come to buy and/or sell. Flea market hours: 10 a.m. to 4 p.m.; auction preview: 10 a.m. to noon; auction: noon to 4 p.m. For info and space reservations, contact Karen Thompson, 2415 Mariner Square, Alameda, CA 94501. (415) 523-8500.

Oct. 18 — Corinthian YC Midwinters off Knox Buoy. See Sightings for details.

Oct. 21 — Free class in marine electrical practice starts at Contra Costa College. Runs for 12 Wednesday evenings, 7 to 10 p.m. Beginners welcome. Class meets in Room PS-1, Physical Sciences Bldg., Contra Costa College, 2600 Mission Bell Dr., San Pablo. For info call 235-7800, extension 224.

Oct. 23 — Free seminar for amateur boatbuilders and outfitters — "Heating Systems", 7 p.m. to 10 p.m., Voyager Marine, 1296 State St., Alviso, CA 95002, (408) 265-7633.

Oct. 24 — DeWitt Sails previews sailmaking. 11:30 a.m. to 5:30 p.m. at DeWitt Sails, Pt. Richmond. Special attraction: Mark Olson of Howe and Bainbridge, world's largest sail cloth manufacturer, who'll report on current trends in mylar and kevlar. Also a slide show on weaving and finishing modern cloth. \$12.50 per person, group rates available. (415) 234-4334 or (415) 234-8192.

Oct. 24-25 — Ericson 27 Regionals, Coyote Point YC. Cruisers and racers mix and mingle. Don Herzer, (415) 846-0145, (415) 487-1700, or Terry Owen, (415) 591-2390, (415) 876-4208.

Oct. 24 — Berkeley YC's Women's Cup; of, for and by women. All the normal YRA, SYRA, and MORA keel boats, skippered and crewed by women qualify. Call Julie (234-9229) or Chris (524-9655) before the October 15th entry deadline.

Oct. 25 — Yankee Cup for 1981 HDA Champion of Champions. Can Blue Lou make it two in a row?

Oct. 31-Nov. 1 — Columbia 29 Cruise to Encinal YC. An

CALENDAR

Estuary Extravaganza. Call Cassio Maynardef, (916) 969-1631.

Nov. 5-6 — Long Beach to La Paz Race. PHRF boats start the 5th, IOR the 6th. Sign up by Nov. 1. 940-miles for boats over 33-ft. Call the Long Beach Yacht Club, (213) 598-9401. Ole'! And bring your bikini.

Nov. 6 — *Spinnakers on the Wind*, Rich Carlson film on Antigua Race Week in the Berkeley YC's 'First Friday Flick' for November. Call Chris Kafitz at (415) 924-9655.

Dec. 6 — Lake Merritt midwinter regatta. 10 a.m. skippers meeting. Open to all small boats.

Dec. 15-26 — Southern Cross Cup Series, Sydney, Australia. The winter stop on the Grand Prix circuit.

Dec. 20 — Burns Philip "Cock o' The World" Maxi Race, Sydney, Australia. The maxis slug it out for the heavyweight crown.

Send your Calendar notices to *Latitude 38*. We close on the 22nd of the month; magazines reach distribution points by the 7th of the following month. Send early; send often.

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RACERS: Stop hoarding your old sails — we'll sell them for you.

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AUTUMN AT NORTH

It's been a good summer for us at North — busy, sometimes hectic, but very good.

Frankly, we're looking forward to fall, and you should be too, because our

10% FALL PRICE REDUCTION IS IN EFFECT BETWEEN OCT. 1 & DEC. 1.

And, it's an especially good time to come in and talk about your plans for winter & the coming season.

2 North TransPac Standouts:

*'Merlin': 1st to Finish,
1981 TransPac.*

*'Zamazaan':
1st in Class A*

Congratulations to the Crew of
SACRE BLEU on their
1981 Santa Cruz 27
National Championship.

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*North Sails Win More Races than Any Other Sail in the World —
And Do A Whale of A Lot of Cruising, Too.*

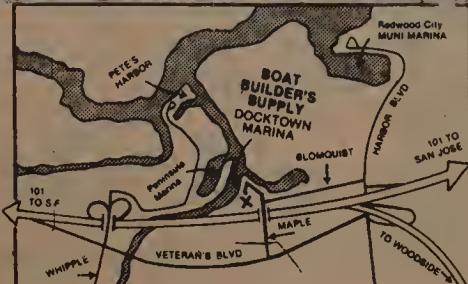


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DICKINSON "CHESAPEAKE"

Stainless steel diesel heater. Natural draft — no electricity. Metering valve has flame out & overheat safety features. Comes w/2" flex. stack & cap. List: \$495.00

SALE: \$419.95

Optional 2 Gal. Fuel Tank:
\$215.00

COMBO SPEC. \$599.00

New BRASS Model Also Avail.



SHARP

Model HSR-88F

Radiant Kerosene Heater
— Built-in Reflector for Maximum Efficiency
— Automatic Ignition —
No Burned Fingers!

SALE: \$119.00

List: \$150.00



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THERMO ELECTRIC
DE HUMIDIFIER

Thermo-Electric Dehumidifier

Dries out the air in your boat continuously & automatically. Low power usage, no moving parts, no chemicals, no fire danger, no maintenance.

	List	Sale
Model 3M-12	\$20.00	\$15.95
Model 5M-15	\$25.75	\$19.95
Model 7M-25	\$27.25	\$20.95



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Bring Your Fuel Can or
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Special — \$2.49/Gal!!

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Boatbuilders Supply T-Shirts
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Guest/Marinaspex M/H Lights — 30%
Force 10 — BBQ's & Fireplaces —
33%
Hye — Child Safety Harness — 25%
Nicro/Fico Snap-In Vents — 50%
Offshore Prod. — Vests, Etc. — 20%
SBE — 97 Chnl. VHF Radio — 40%
SOS — Oxygen Dispenser — 50%
Watski — Wincher — 33%

FIREBOY.



Automatic HALON 1301 Extinguisher System.

Protect your boat from the cause of 90% of all on-board fires.
— U.S.C.G. Approved — Indicator Light
— Shutdown Switch
— Mounts Vertically or Horizontally

Mdl.	Cu. Ft.	List	Sale
15CG	75	149.95	\$115.95
35CG	200	209.95	159.95
70CG	350	309.95	235.59

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201 CH Fireplace

Black enamel finish w/ brass trim. Cast iron firebox burns coal, wood, briquets or pressed wood logs. Comes w/built-in heat exchanger & removable brass door.
List: \$604. Clearance: \$399

SAVE 33%!!

FORCE 10

Cozy Cabin Heater

S/S & bronze const. w/brass trim. Pressurized kerosene, vented dry heat. 6000-9000 BTU output. Heater only complete w/deck cap.
List: \$215.00

SALE: \$179.95

Heater comes w/2 gal. tank & cap

List: \$297.50

SALE: \$249.95

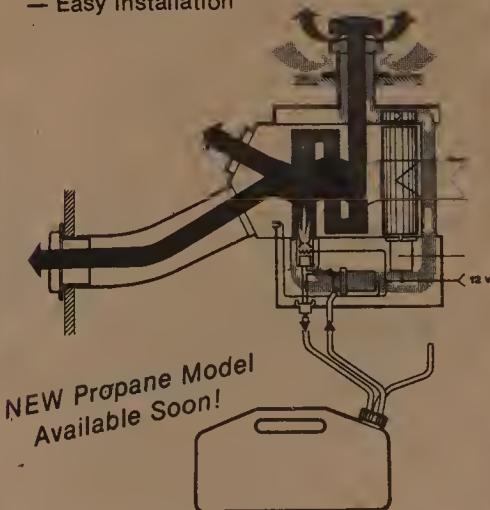


WALLAS-THERMOTRON

Unique design uses outside air for combustion which cools the exhaust and reduces condensation. Forced draft evaporative burner with a demand fuel pump eliminates excessive battery drain & assures clean burning. Quiet cross-flow fan improves efficiency by circulating hot, dry cabin air around the boat.

Features:

- Low Current Drain
- Operates up to 45° heel
- Auto. Overheat Shutoff
- Safe, Efficient, Kerosene Fuel
- Simple Maintenance
- Easy Installation



Self-Contained Model

1400 List: \$730 SALE: \$619.00

Remote Mounted Models

2000 List: \$900 SALE: \$765.00

3000 List: \$1,065 SALE: \$899

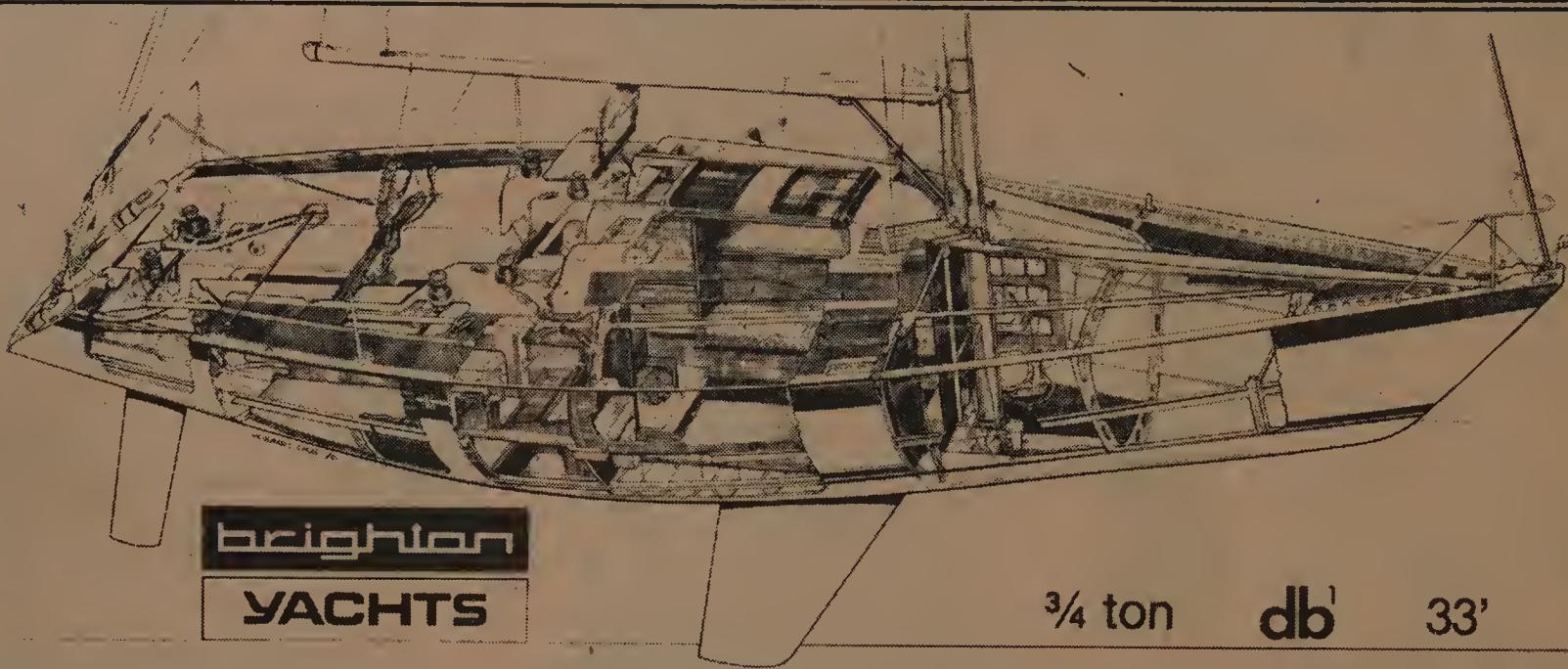
NEW Propane Model Available Soon!

★ Discount applies to mfg's suggested list price — subject to stock on hand. Good Thru October 31st.



PACIFIC YACHT SALES

ANNOUNCES



FASTESt 3/4 TON PRODUCTION BOAT IN THE WORLD

Race Results

1980	Cowes Week	1st Overall
1980	Kiel Week	1st Overall
1980-81	Northsea Week	1st Overall
1980	3/4 Ton Worlds	2nd, 3rd, 5th, 6th

1981 S.O.R.C.

Miami Nassau	1st Overall
(Ahead of the fleet and Acadia by over 1 hr.)	
Production Class	1st Overall

Lipton Cup	Class E	1st
Miami Nassau	Class E	1st
Nassau Cup	Class E	1st
Ocean Triangle	Class E	2nd
Class E		2nd Overall

**Yachts of Unparalleled Design
And Craftsmanship Made of
Kevlar® Aluminum, Iso Resins,
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**Announcing The Arrival of two Van de
Stadt designed racing machines. The 23'
Sprinta Sport and the 33' 3/4 Ton db¹.**

**A winning combination — design, tech-
nology, strength, durability, quality, light
weight.**

The first West Coast db¹ went to Los
Angeles for the Harris Series, and after
the first two races she is the 1st place
boat, having finished 6 minutes ahead of
the fleet in the first race. We at Pacific
Yacht Sales are very excited by the perfor-
mance and all-around capabilities of
these two fine Brighton yachts. We invite
you to come and view them both. Be sure
to see them! It's hard to get a good look at
a boat when it's pulling away from you!

33' db¹

Dimensions:

L.O.A. 10.1 m (33'2")
L.W.L. 8.1 m (26'7")
Beam. 3.4 m (11'2")
Draft. 1.89 m (6'2")
Displ. 3300 kg (7,275 lbs)
Ballast. 1600 kg (3,527 lbs)

23' Sprinta Sport "The Winner"

Dimensions:

L.O.A. 7.00 m (23')
L.W.L. 5.80 m (19')
Beam. 2.42 m (7'10")
Draft. 1.30 m (4'3")
Displ. 1.100 kg (2,425 lbs)
Ballast. 550 kg (1,213 lbs)



PACIFIC YACHT SALES

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LETTERS

□ A SMALL DOWNPAYMENT MAYBE

In an effort to (at least partially) pay back the services rendered to us sailors, Folkboat #102, on Sunday, 8/8/81, came to the rescue of two U.S. Coast Guard personnel and towed their disabled (unofficial) power boat three miles, under sail, down the Estuary to the Government Island Coast Guard Training Center.

Anonymous

□ THE WAY ON THE QUAY

Thought you might like to know your magazine is being read in Papeete, Tahiti. It's being passed from yacht to yacht along the quay here. Wish we could get the recent issues, but yachting magazines are so scarce here, we're glad to get any, and especially *Latitude 38*. Yours is the greatest because you tell it as it is, not watered down (no pun). Please send a gift subscription to my good friend whose address is enclosed. Keep up the good work and don't change a thing.

Larry Friend
Yacht Friendly
Papeete, Tahiti

Larry — Once we spent \$50 trying to send a bundle of *Latitudes* to a yachtie friend in Tahiti so they could be distributed throughout the south Pacific. They'd just left and the bundle was returned. We're still considering ways to get some distribution in those areas, but haven't found the solution yet. But keep looking for us.

But remember, we can only "tell it the way it is" if you tell us the way it is. So write us and send your photos — please!

□ THE ANSWER MAN KNOWS

May I answer your question, asked in *Latitude 38* (Sept. Vol. 51, 1981) interview with Linda Rettie, how many women sailed alone longer than Linda? For sure more than ten. Most known are:

1.) Famous Naomi James, sailing from Cape Town to Falkland Islands on her *Express Crusader*, was 122 days at the oceans (Nov. 22, 1977-March 24, 1987).

2.) Krystyna Liskiewicz, first woman who circumnavigated solo, sailed her *Mazurek* from Cape Town to Las Palmas in 75 days (February 5-April 21, 1978).

3.) Sharon Adams, our singlehander, she became world famous because of her solo on *Sea Sharp II*, from Yokohama to San Diego, 74 days (May 12-July 24, 1969).

4.) Noriko Kobayashi, during II Singlehanded TransPacific, 57 days from San Francisco to Aquapolis, Japan (Sept. 21-Nov. 16, 1975) on her *Rib*.

5.) Teresa Remiszewska, participant of 1972 OSTAR races, sailed her *Komodor* 57 days, from Plymouth to Newport, (June 18-August 13, 1972).

Above data are from third edition of my book *Lonely Voyages — A Century of Singlehanding*.

But for Linda, because she participated in race, most important was not how long but how *SHORT* she was at the ocean. So three cheers for her 54 days!

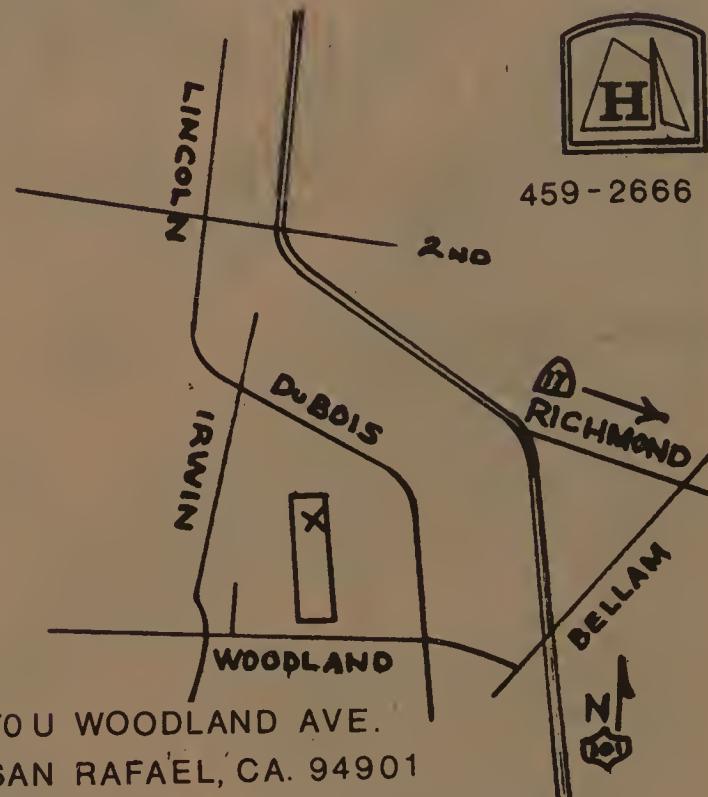
Andrew Urbanczyk
Montara

□ CHECK HERE

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WE REPAIR THEM, TOO

SOME PEOPLE KNOW ABOUT SAILS.



Some people know Watts.

Dennis Choate's Peterson 48, *Brisa* . 1st Overall, '81 P.O.R.C., 1st Class A, L.B. Race Week.

Photo: L. Jennings

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RECENT RACE RESULTS
TRANSPAC: Watts on
three of top five.
SALZA CUP: Watts on
every class winner.

For many sailors serious about their sport, we've become somewhat of an old friend over the years. We're Watts, and since 1933 we've been building some of the finest sails ever made.

Not everyone may have heard about us, though, because in the past most of our efforts have been spent behind the scenes: perfecting computer-assisted designs, weaving our own premium fabrics, or selecting from only the best commercial suppliers; and using handcrafted care in finishing each sail. These special Watts techniques have been our key in leading the way to higher performance and rugged durability.

Recently, we've put our sail-making traditions together with a fresh new company look. There's a new attitude here — a resolution to expand customer awareness of our fine products. If you've never invested in sails by Watts, consider making us part of your sailing life. And if you've already benefitted from our services, we hope you'll help spread the word.

Watts

LETTERS

"sheet" for a couple of years in lots of places. We've watched *Latitude 38* grow from a few pages to a respectable, and highly respected, magazine.

We've subscribed to other magazines but find *Latitude 38* to be a veritable storehouse of info for local boaters — not to mention an amusing, enjoyable and honest look at boating and boats — with your upfront honesty and your fearless candor, have you ever considered doing *real* boat tests. One's that tell it like it is in terms of construction, seaworthiness, liveability, and whatall? We think it would be a fine addition to your sheet.

At any rate, keep it hot, keep it light, and for God's sake, keep that *Latitude 38* sense of humor.

Paul & Susan Aguilera-Crowther
Santa Rosa

Paul & Susan — Our 'fearless candor' compels us to confess that boat tests are a bunch of bullshit and that 'real' ones are simply impossible.

The first problem is, that if you're really going to be conscientious and fair, you'd have to spend about a month on the boat in a variety of conditions and doing a lot of experimenting. No publication has that kind of bucks.

The second problem is that no two boats — even so-called production boats — are alike in the sense that cameras, stereos, and automobiles are. And the differences between the same boat can be tremendous by fooling around with the rig, the ballast, the keel, the rudder, the tankage, and all that stuff that every builder fools around with. Sweetwater 37 hull #3 might only have been an adequate boat, but due to hard-nosed dedication to improvement, hull #18 might have been among the best on the market. A mediocre boat test review on hull #7 thus might have lead you astray. It can work the other way, too. Sometimes companies grow too fast and quality drops or the president starts putting all the profits up his nose instead of back in the boats. In such cases a glowing report on an early hull might cause you to buy a later, lousy boat. A little knowledge is a dangerous thing, and boat tests give you a little knowledge.

The third problem is that things like liveability, seaworthiness and even construction, are such subjective considerations. What we may see as luxury and comfort in a boat might make another person puke. William F. Buckley probably wouldn't find an Ericson 27 suitable for sailing to Japan and back, but fellow author Out of My Mind Urbanczyk did it in an Ericson 27 and found it quite adequate.

So how do you end up with a boat that's right for you? You buy one. That boat will help you learn a lot more about what you want and don't want in your next boat. The same thing happens with your next boat. Of course it's an ongoing process, partly because your desires keep changing, and while sometimes it's aggravating, you'll learn to enjoy it.

WEBB DISCOVERS A NEW LATITUDE

I've often heard of *Latitude 38*, but just came across a copy, your January 81 issue, among the magazines here at Ong Say Kuan's Marine in Singapore, which is about Lat. 1° 30', and thought you might like to know how far you travel.

I believe that in the past you may have made some mention of my attempted open boat circumnavigation in the 18' Chidiak Tichbare. We arrived in Singapore two weeks ago and have now covered about 12,000 miles. It was the plan that we spend most of next year

Our Jib Bag Protects Your Sail

Face it — the jib sail can be a burden to store — especially if you're an active sailor. Now you can leave it in place all the time, ready for quick and easy hoisting. You'll like our zippered bottoms, twist fastening forestay, and three webbing tabs (one for halyard lift, two for attaching to pulpit/lifeline to avoid chafing). Five jib bag sizes are available, manufactured from the finest acrylic.

SIZE	FITS SAILS	PRICE	AVAILABLE COLORS	
#2	To 200 sq. ft.	\$47	Black	Blue
#3	To 350 sq. ft.	\$52	White	Green
#4	To 500 sq. ft.	\$59	Yellow	Red
#5	To 650 sq. ft.	\$63		Brown
#6	To 800 sq. ft.	\$74		

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7x50 MTR \$254.00

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PRESS-ON

LETTERS

around Sri Lanka and India, but the man-made hassles of Asia have proven beyond my tolerance, and I now plan to sail directly for the Red Sea and spend an extra year in the Med. If all goes well, the circumnavigation should be completed when we return to San Diego in 1984.

Some of those man-made hassles: In Benoa, Bali, you must clear with six different offices. In Singapore, transient yachts are shunted to a couple of polluted anchorages on the John Strait. It's a half hour walk to the bus, and then an hour bus ride to the center of the city, the home of the Immigration office, to which I will be making my fourth visit in 15 days tomorrow. Part of this is caused by my wanting to leave C.T. here while I fly to San Diego to give some talks in November. And Sri Lanka is requiring all yachts arriving after October 1 to have shipping agents appointed before arrival, just like cargo ships. This will cost about \$250 U.S. for the first month. Harbor dues of about \$90 US per month must also be paid.

There are many good things about Asia. It's exotic and colorful and, if you go to the right places, relatively inexpensive, and the food is wonderful. But enough is enough.

Your readers might be interested in knowing that the first of the three books I plan about this circumnavigation, *The Open Boat: Across the Pacific*, will be published in March 1982 by W. W. Norton.

I don't know if you are aware that I bought my first sailboat in Oakland in 1967 and made my first solo passage, from Jack London Square to Berkeley Marina, in Jan. of that year. So we've both come a long way.

If you are aware of any group in the bay area that might be interested in hearing me talk in Nov. or early Dec. 1981, I would appreciate your having them get in touch with Ralph Saylor, 1608 Watwood, Lemon Grove, CA 92045, tel: (714) 460-9310.

Good sailing,

Webb Chiles
Poste Restante G.P.O.
Singapore

□MORE ON THE KING AND QUEEN

I would like to make a correction to your article in *Sightings* for August. The article assumes that the Delta King and the Delta Queen were both Mississippi River boats. This is definitely not the case. The Delta King and Delta Queen were both built in 1926 for navigation on the Sacramento River. Their steel hulls were prefabricated in Scotland and assembled in Stockton and each weighed 1,837 gross tons, were 250-ft long and had broilers which carried 225 pounds pressure, developing 2,000 horse power through their compound engines. These were "stern wheelers" and ran from San Francisco to Sacramento, alternately — leaving S.F. at 6:30 p.m. which, according to old timers, made it quite nice for office love affairs.

In November 1941 both the Delta King and Delta Queen were withdrawn from the Sacramento and were laid up being the last passenger vessels on the run. Then came Pearl Harbor. The government commandeered both of them for use around San Francisco Bay; however, the Delta King ended up in British Columbia as a barracks with her engines being removed. Subsequently, there have been numerous schemes to try to resurrect her, however, they have all gone awry. The Delta Queen, fortunately, was taken to the Mississippi where she has been a very popular vessel. Due to her wooden super structure, several acts of Congress have been passed to enable her to continue running insofar as all passenger vessels nowadays must be made entirely of steel.

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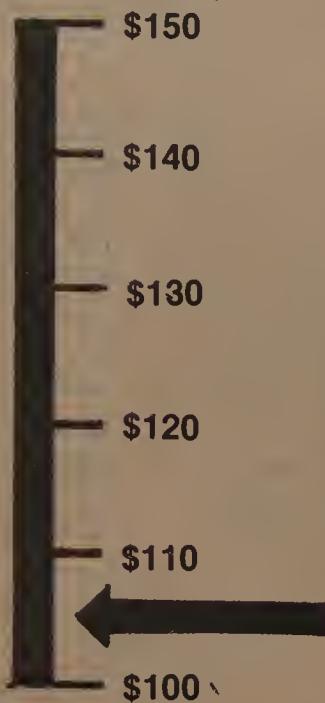
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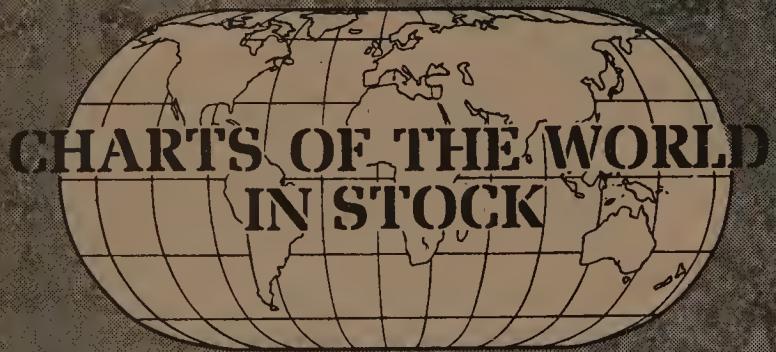
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LETTERS

Readers wishing to check this information and to learn more about the Delta Navigation, should read *Paddle Wheel Days In California*, by Professor Jerry MacMullen, Stanford University, 1944, San Francisco Bay, *A Pictorial Maritime History*, by John Haskell Kemble, Bonanza Books, 1957, and *Of Walking Beams and Paddle Wheels*, George H. Harland and Clement Fischer, Jr., (1951). Incidentally, when Hollywood made movies about the Mississippi River, they always made them in the Delta insofar as the steamers and scenery were substantially similar and a damn sight closer. Also, there were numerous races between the various vessels and the Delta King and Delta Queen on occasion used to race periodically to drum up passenger trade. I recall hearing one of these races on the radio in the late 30's as a little "nipper".

Thank you for this opportunity to communicate some of the rich history of the San Francisco bay area . . . hopefully, you will have a few historical articles from time to time in your very fine magazine.

William E. Vaughan
Oakland

Bill Vaughan is often credited as the single person most responsible for reviving the Master Mariner's Regatta — in which he races his yawl, Evening Star.

Thanks for the details, Bill.

□ WISH WE WERE THERE

Here's another fan letter. Living over here I look to you for the word on what's happening in sailing and you've usually got it. Enclosed is a check to do it for another year.

I need to find the address of the SingleHanded Sailing Society because I'm interested in getting in the next TransPac they hold. Would you please print it in the paper or send it to me? I'm enclosing a postcard for the purpose.

Alan Thoma
Makwao, HI

Alan — We don't get 'everything' that's happening, but we do our best.

The man you want for the Singlehanded TransPac info is Commodore Chuck Hawley; reach him at 200 Gate 5 Road, Sausalito, CA 94965. The date of the race is June 19, 1982.

□ DIDN'T TALOFA MAKE A CAMEO APPEARANCE IN A PORNO MOVIE?

Maybe I'm strange, but I wouldn't take any offers, no matter how high, for that dumb little schooner of mine, *Talofo*. [Editor's Note: *J.L.*'s 30-ft. schooner was stolen from Pelican Harbor August 20th and run aground on Ocean Beach.] The Chronicle article was good, accurate, and the reporter was really concerned — he even called me the next day. But the real story of the salvage points to the builder, Ernie Farrington. After 4-plus hours of pounding in the surf and being hauled out by the fore, with 2½-feet of water in her, everything held together, not a leak in that fir hull.

The dummy that stole her couldn't sail; a main sheet, wrapped around the prop, brought him up on the beach — that's when the fun began. That poor little hard-chined boat rolled so hard and so long that her galvanized rigging stretched due to the whipping of the main.

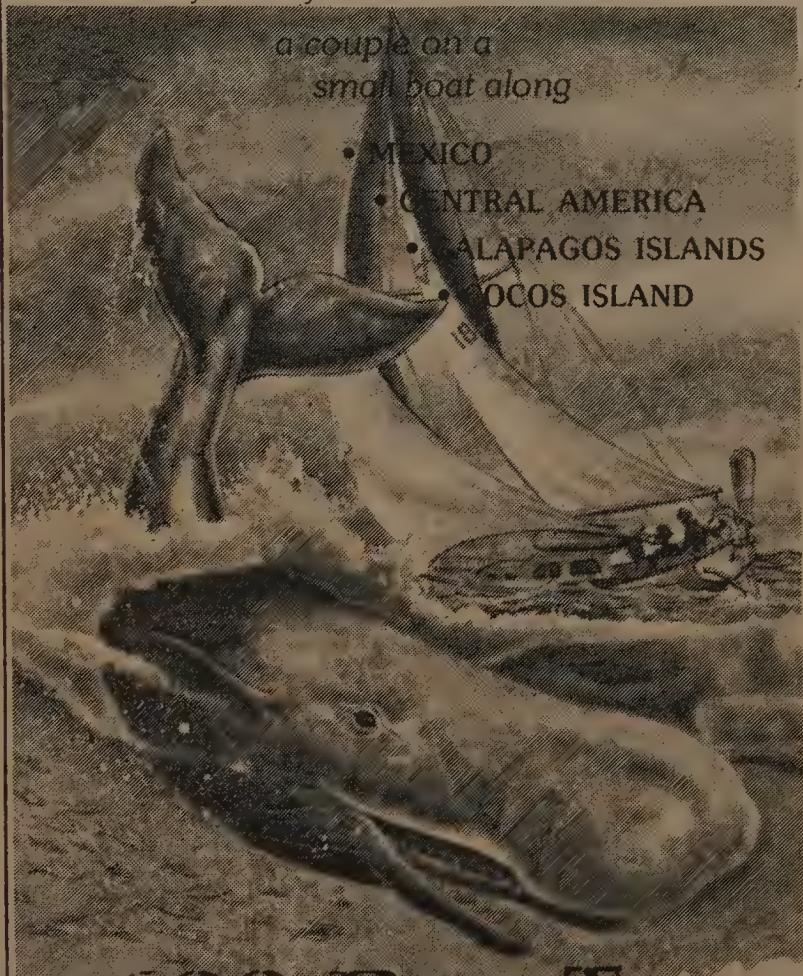
It was strictly a team effort that saved her. I'm indebted to GGNRA lifeguards, who put it on the line at risk to their safety; to USCG, who

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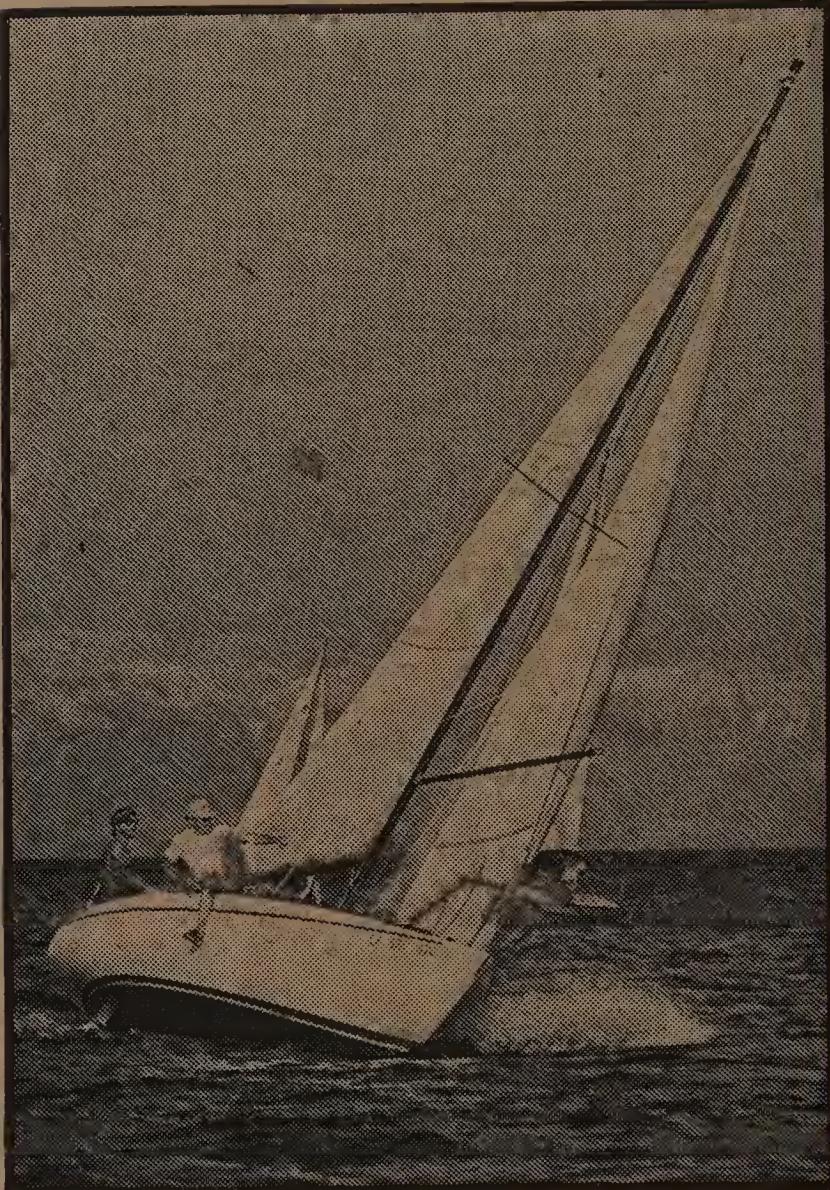
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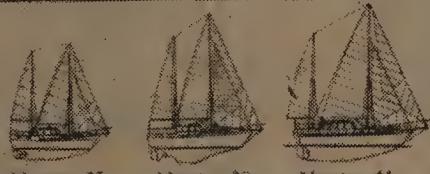


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Photo shows Nauticat 33

NAUTICAT

LETTERS

came only after repeated calls, but then performed admirably; to In-Depth Salvage, who stood by during the tow, ready to stop major leaks; to my friends Jim, Luke, Ed, Barbara, Lois, Nancy; and to the Salvage Master, Capt. C. J. Cole. All I really did was to clean up the boat so she'd look good on TV.

Now, I want to set those rumors straight right now — this was not any kind of rehearsal for the ISBYC assault on SF; that operation will have much more style (and advance publicity).

John P. Leach
Surfing Instructor
Isle of St. Brendan YC

P.S. — We keep getting requests for our Dogshit casserole, could you please perform a rather disgusting public service by reprinting it?

J. L. — No way on reprinting the D.S. casserole. Somebody made it one day and it was either eat the casserole or the paper the recipe was printed on. We ate the paper.

□ COMPELLED

I feel compelled to respond to Horace Newman vs. Crowley tug letter.

I am a "rag" sailor, having sailed and raced a variety of yachts, from Laser to Lapworth 36, am a member of Oakland Yacht Club (Chairman of the 1981 Boreas Race), and I also carry a valid USCG Inland Towboat Operator License, therefore my comments will reflect a neutral position.

I have on a number of occasions sailed in Crowley tugs, including *Feather River*, as a passenger, not an employee, and found that their Management and their Operators preach and practice utmost consideration for pleasure boaters; including everything from reducing speed to minimize their wake, to changing course even when privileged, to making radio calls and standing by distressed small craft. This degree of consideration is often difficult to accomplish when one observes the stupid maneuvers made by light weight yachts and motorboats in close proximity to a many-hundred ton tug and tow. (Last month's *Latitude 38* photos from the tanker bridge and another August tug story bear witness to this.)

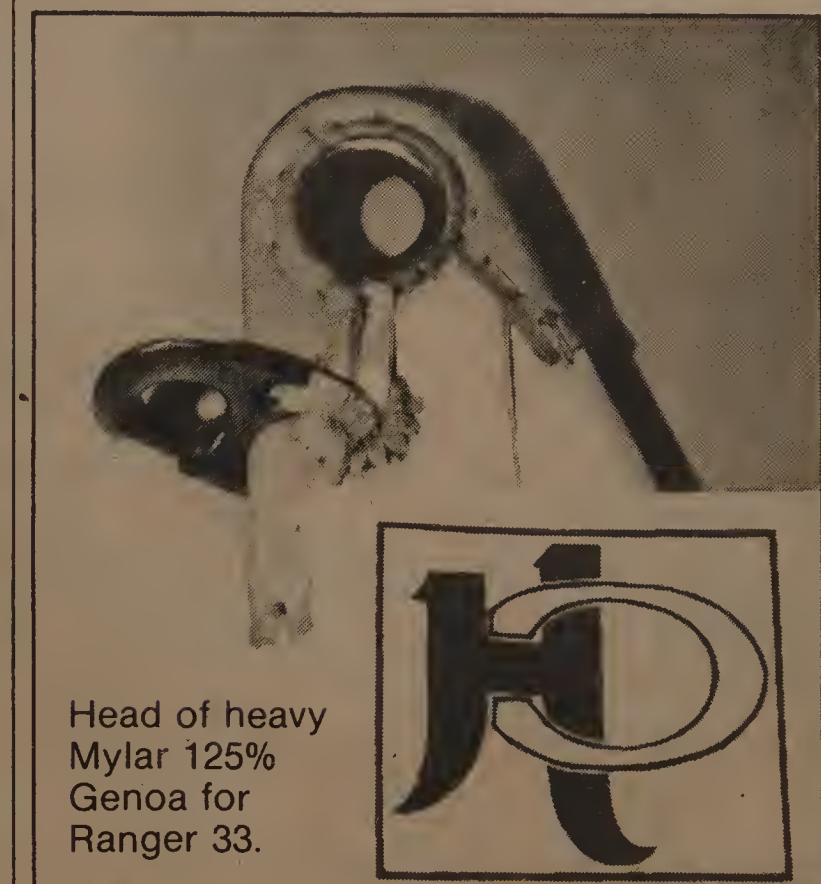
Mr. Newman's description of the situation is difficult to follow — he states that he was aligned with the Range Markers and was *South* of the red Marker #4. A look at the Chart reveals that the Range carries through the center of the Entrance channel and *North* of Daymark #4. After following the Range to a position North of #4 (and South of #5), any approaching vessel would have expected him to bear to Port into the Pt. Potrero Reach channel. The tug operator by giving one blast indicated his intention to turn to his own Starboard, per Inland Pilot Rule 80.03(3), thus entering the Pt. Potrero Beach. A twin screw tug such as *Feather River* with a light barge can make an abrupt course change, and should have cleared the ketch.

Incidentally, Mr. Newman would do well to review The Inland Pilot Rules: Article 80.2 states that "cross signals" are forbidden and Article 80.3 restricts the use of meeting and passing signals to power vessels only.

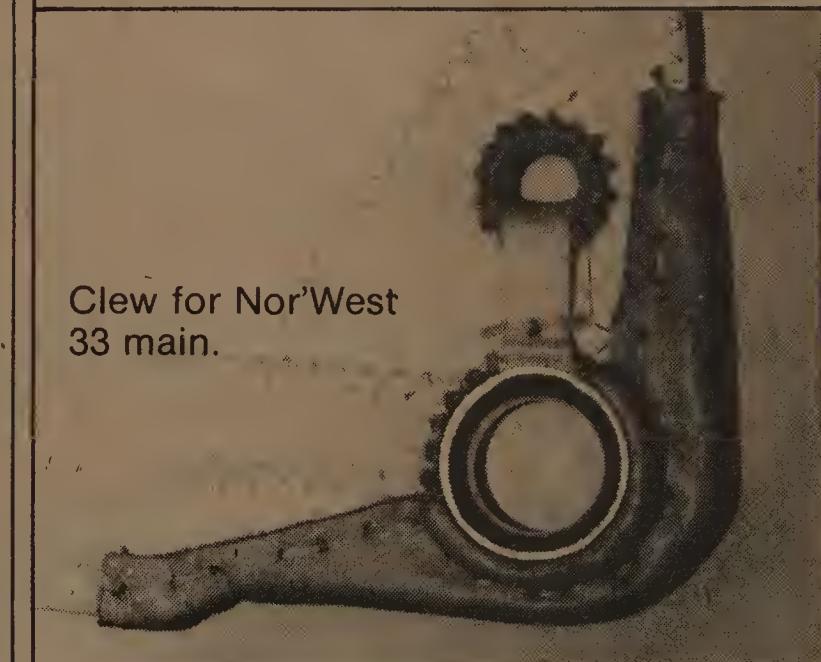
In my many years of boating I have found that most tow boat operators carry out their tasks in a responsible and professional manner.

Charles K. Glynn
Orinda

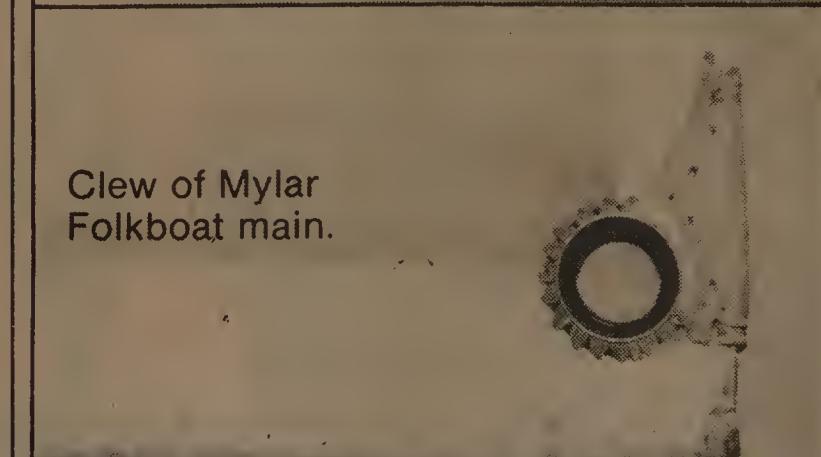
□ FAN MAIL



Head of heavy
Mylar 125%
Genoa for
Ranger 33.



Clew for Nor'West
33 main.



Clew of Mylar
Folkboat main.

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LETTERS

We sometimes get stomachaches because we laugh so hard from the Letters and articles you feature. My favorite is Graduate Rat and Minimum Wage Rat — Loran style.

Somehow — amidst all the laughter and kidding, we've gained a heck of a lot of useful info — and that's only from two copies that I begged while sailing at Santa Cruz Island this summer. Thanks.

Mary Anna & Mike Duffy
Whittier

□ WITHOUT RHEIN OR REASON

Tried to get to see you during TransPac but somehow you kept a low profile. I was only in the Ala Wai 18 hours a day, but then I must have been there the wrong 18 hours. My Press Boat crews told me you had made several reservations to meet boats but were a no show. I guess powerboats are beyond some of us. As for our bet on S.F. vs. Hawaii boats I guess we would have broken about even. Even *Sweet Okole* is half-half being Hawaiian built by Foo Lim and sailed well by Dean Treadway. Obviously we were all with Jim Barnhart and *Uin Na Mara* but they found the hole off Molokai and lost the whole apple. Thanks for the August cover, I was the Committee Boat for her and was happy to welcome all my friends back.

I thought your TransPac coverage was quite good but I think I can solve a mystery. If *Merlin* came in the way described in the article, she must have gone to Kauai since Waikalua is unknown and Moku Manu and Kailua way over on the Kaneohe side of Oahu. No wonder they missed the record, they sailed twenty-miles out of the course. That hasn't been done since the 1920's or so when a boat went all the way to Kauai. Minor stuff but sorta important when considering accuracy, although I love your poetic license.

Another screwup was Innocents. Molokini is a rock between Maui and Kahoolawe and anyone who would anchor there has sipped the compass juice. Further, the harbor on Molokai is Hale O Lono. Lono is a Hawaiian God and the harbor translates to House of Lono. Nice to see the reference to the Pineapple Yacht Club (I'm member of #10) but the fees are 20 bucks and membership is open. I do like the Innocents articles but feel they may end up in deep trouble if they don't get smarter, the Hawaiians are shrewd people, look what happened to Captain Cook.

Sorry I missed you, for whatever reason, but maybe next time. Would have written sooner but had to make a trip to Baboon by the Bay and it took some time to re-orient myself. We did screw up the HYC Friday night race but promise to have Pau Hana TransPac Beer Can Race after TransPac '83.

Bob Rhein
Kahuna, Friday Night Races
Hawaii Yacht Club

Friday Night Kahuna — Yes, we warped Merlin's TransPac course a bit, but we did it for all you islanders. Everyone knows you're going broke without the normal amount of tourists, and we thought cramming some Hawaiiana into our TransPac coverage might stimulate a little business.

But hey brudda, what's this 'we broke even' on *Sweet Okole* nonsense? What counts is who sails the boat, not where it was built or even who designed it. The way we got it figured, you owe us a case of rum for Okole winning overall, and a case of chi chi mix for Okole winning Class D.

There's more. We'll take a pretty young wahine on our right arm for the bay area's Zamazaan winning Class A; and we'll take another

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LETTERS

pretty wahine on our left arm for the bay area's Bravura winning Class B. Plan on us collecting during Clipper Cup next summer. Mahalo.

□ ARIEL ALERT

Would you please put this announcement in the next issue of *Latitude 38*? I can't think of a better way to get broad coverage. After the Ariel article appeared last November, I received calls from Los Angeles and Santa Cruz from Ariel owners wanting to join our Association.

Carol Jesmore
Chairperson
Ariel Association

Carol — We've gladly published your Ariel announcement in *Sightings*. We'll be glad to do the same for any other class.

□ YOU'RE PRETTY WHEN YOU'RE ANGRY

No trace of Andrew Urbanczyk in September *Latitude 38*, but a lot of advertisement.

Angry Judy
Santa Cruz

Angry — We realize there were too many ads last month and we explained the 'bind' we're in on page 87 of that issue. Our printer is working on the problem this very minute.

Andrew took the month off to change typewriter ribbons.

□ NOT ALL SHOOK UP

Help! We can't find your issue that gave details on the Jack & Jill Race to Hawaii in July 1982. Was it a Seattle starting line?

After a super 2-week cruise in the Delta (Potato Slough discriminates against power boats), our new Nor'West 33 sloop is "shook down" and we are ready for the big time. Please tell us where to write for details on the Jack and Jill. With long sailing experience but minimal ocean experience, we felt this fun race would be a good way to start (they do track stragglers, don't they?).

P.S. — We really love The Moore's "Innocents Aboard" articles — hope they continue.

Judy & John McCandless
Redwood City

Judy & John — According to our latest beliefs the Jack 'n Jill TransPac will not be held in 1982 because it was held this year. Yes, we might have said otherwise, but we may have been wrong.

In any case we don't think you're ready "for the big time". A two-week cruise to the Delta does absolutely nothing to shake your boat (or yourselves) down for the ocean. If you want to do a TransPac next summer, you owe it to yourselves to spend all your free time between now and next summer sailing in the ocean — particularly when it's rough, cold, and nasty.

Furthermore, we hope you understand that whenever you leave the dock you are on your own and solely responsible for your well-being. There are good reasons to be part of a race, even a casual one. But if you think it's a good idea because they'll be able to help stragglers — well, may god watch over you with a magnifying glass.

□ ONE, TWO, OR THREE



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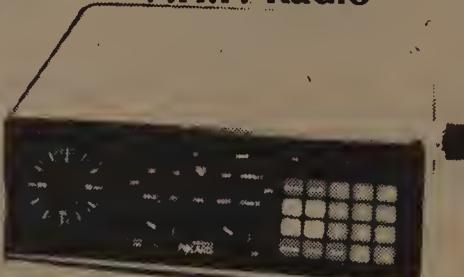
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LETTERS

I was not surprised to read in the August issue of *Latitude 38*, TransPac, that the only entry in the Multi Hull TransPac was the 64' catamaran, *Double Bullet*. I'm not sure why multihull racing information isn't more readily disseminated but two of the major reasons are readily identifiable. One is ORCA, Ocean Racing Catamaran Association, and it's deplorable lack of organization; while the other being the TransPac organization and it's attitude towards multihulls. The former's problem can be corrected but the latter's continues to be a problem; we multihulls simply do not exist in their minds. Being a relative novice in the sailing fraternity I can't be more specific as to the basis of the organization's prejudices but suspect the reasons are deeply rooted in the 60's. Multihulls were just getting started and there were admittedly unseaworthy as well as unsightly craft afloat. Today, for the most part, these reasons are no longer viable ones.

Any input from your readers on how to bridge this gap would be sincerely appreciated, afterall, we all use the same skills to go from point A to B and therefore share a common love.

Not really wishing to refight WWII let me move on to the details of the Multi-Hull TransPac. There were six multi-hull entries; *Double Bullet* did finish the race in fourth place overall and lead the fleet before developing rudder problems. I had formed a syndicate to charter *Crusador*, the Cross 52' tri, and up until the fifth day was 2nd overall behind *Double Bullet*. We finished fifth after *Merlin*, *Christine*, *Ragtime* and *Double Bullet* and took first place on corrected time for multihulls.

Race Results

Boat	Elapsed Time	Correct Time
<i>Double Bullet</i> , 64'	223.5 hr.	245.3 hr
<i>Crusader</i> , 52'	229.5	224.47
<i>Allez Cat</i> , 43'	261.62	237.8
<i>Star Trac</i> , 41'	300.16	230.1
<i>Pegasus</i> , 39'	310.27	270.8

We are appreciative of your magazine and will try to provide you with more factual information in the future.

Bill Maudru
President
Bay Area Multihull Association

Bill — We would have gladly published the results, but had assumed that the Multihull TransPac was supposed to be a secret. We're glad you sent the information along.

□ THREE YEARS WITH NO 'WINDJAMMER'

This is to report on the "Windjammer Race" we sailed on September 4-5.

We had fun but didn't break any records (finished 8th). BUT . . . somewhere in the fog-shrouded night of September 4-5 some strange things happened on deck. First, two crewmembers, Chris and Doug, began singing 60's oldies. The singing was enthusiastic. (I was told later in Santa Cruz that six boats that were near us during the night dropped out of the race to get away from the warbling watch.)

Second, Chris and Doug came up with an interesting and inventive use for a common piece of deck equipment. Did you know your sailboat is equipped with a food processor? Yes, it's true. As a matter of fact, your boat probably has several.

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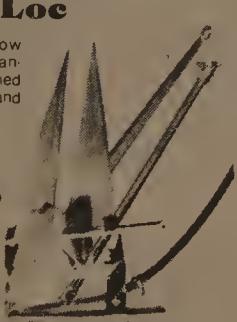


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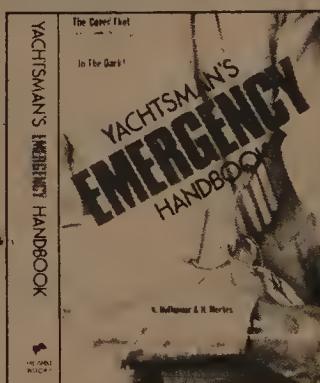
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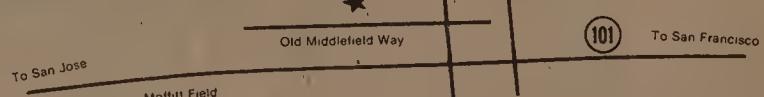
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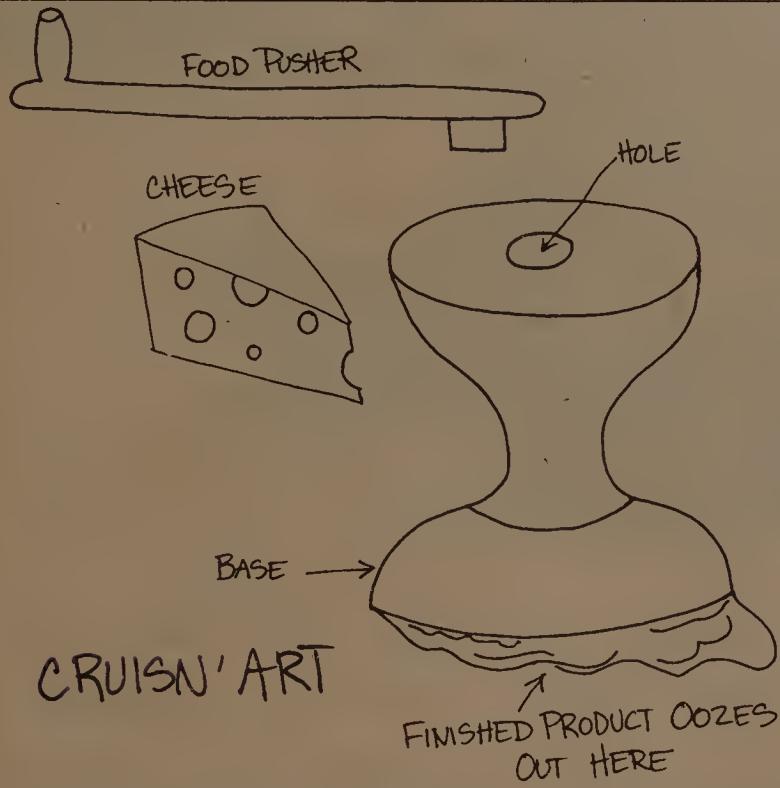
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LETTERS

"grinder base" and press it in with the multipurpose "food pusher/must maker/grinder-upper handle". After pressing the food in the hole you turn the handle until the finished product appears around the base of the unit.

"CRUISN' ART" hasn't been tested at sea yet (as you know you



can only let your crew go so far) but the theory appears to be sound.

Santa Cruz was fun as usual. We had a good time at the yacht club dinner. We saw a lot of old friends and made some new ones, too.

On the trip back to the Oakland Estuary Chris and Doug sang again (Sorry Neptune, I couldn't control them). Their singing did assure us a safe passage. We didn't have to worry about being bothered by rocks, whales, sharks, boats, seals, sea lions, sea gulls, pelicans, etc. etc. etc.

Keep up the great work.

Ron
Oakland

P.S. — Mile Rock is bleak/dangerous on a foggy night. I miss that light.

Ron — Necessity may be the mother of invention, but boredom (as in foggy, windless nights) has got to be the father.

The light at Mile Rock is supposed to be operating all the time (it was on last night), but they have been having problems with the generator. It's not a bad idea to report stuff like that to the CG who in turn will broadcast the information on Channel 22.

□ GOOD CLASS ACTION

Our Association appreciated your article "Class Action" in the September issue. It was a good reporting job by Shimon van Collie. His sampling of opinions accurately and interestingly reflected the highly favorable impression of the Ericson 27 I've received from the many owners I've met as Class Secretary over several years. Good class organizations add to the enjoyment of owning and sailing a particular class of boat. Thanks for the boost to ours. Likewise, a good sailing magazine, like *Latitude 38*, adds to everyone's pleasure of

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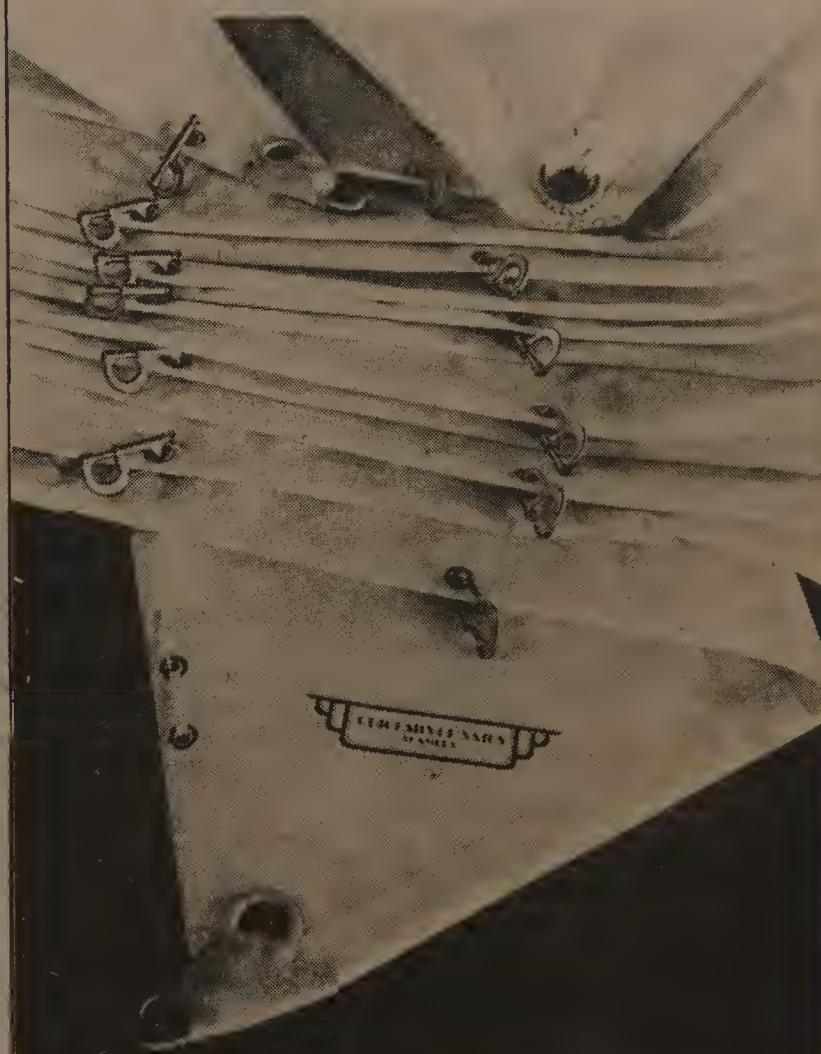


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LETTERS

sailing. Keep up the good work.

Charles English, Secretary
Ericson 27 Association

□ FINALLY FIGURED THE GAUSS DARNED THING OUT

In your recent issue, you were wondering about the purpose of the "degaussing range" off the St. Francis YC. Let me try to help you.

Your source of information, the *Oxford Companion to Ships and the Seas*, explains in reasonably difficult terms the principal idea of degaussing but, obviously, doesn't give the reader enough information about the system itself. It is correctly stated that each metal ship has an inherent and permanent magnetic field of its own. In order to neutralize this field, it is first necessary to know its strength. This measurement is taken in a degaussing range.

The range consists of a large U-shaped coil of electrical cables which are vertically suspended into the water, either from two dolphins, buoys, or barges. The ship to be degaussed is slowly moved through this loop while readings or recordings are being taken of its magnetism transduced through the wires.

These measurements (magnetism measured in gauss) are then used to determine the size and length of electric cable needed to encircle the ship's hull like a coil above the waterline. Direct current passed through that coil can be adjusted to the proper magnitude to create a magnetic field which completely neutralizes the inherent field of the ship.

"Degaussing range" is a misnomer since it doesn't degauss anything but establishes the magnitude of magnetic measurements which need to be compensated.

With all the good information you have supplied to me through *Latitude 38* in the past, I am happy to reciprocate with a little bit of knowledge. According to the unofficial score, you are still ahead of me.

Heinz Reichwein
Sunnyvale

Heinz — Thank you so much for taking the time to send us such a cogent explanation. It's like an itch we couldn't reach finally being scratched.

□ THE SOUND OF ONE HAND LAUGHING

I had to laugh at Lu Dale and Dudley Kendall's letter re: "Ms Adventures at Sea".

Anyone reading "Ms" can see that is a purely factual recounting of events that occurred which were beyond human, and even, media control.

It's rather sad that these persons missed the whole point of the article (i.e., "The change in status was radical to say the least" . . . "Having spent my entire life sailing as guest or co-owner" . . . etc., etc.) and can't appreciate how someone turned what could have been a totally disastrous experience into an exciting and unusual "adventure".

I would like, however, to ask anyone to find a single derogatory remark in "Ms Adventures", directed at the qualifications or personality of the *Varuna*'s former captain. EVERYONE is entitled the basic human right of disagreeing with someone, regardless of employment stature. Furthermore, I would like to take this opportunity to clarify that the use of ANY names was strictly an editorial decision and totally against my personal wishes.



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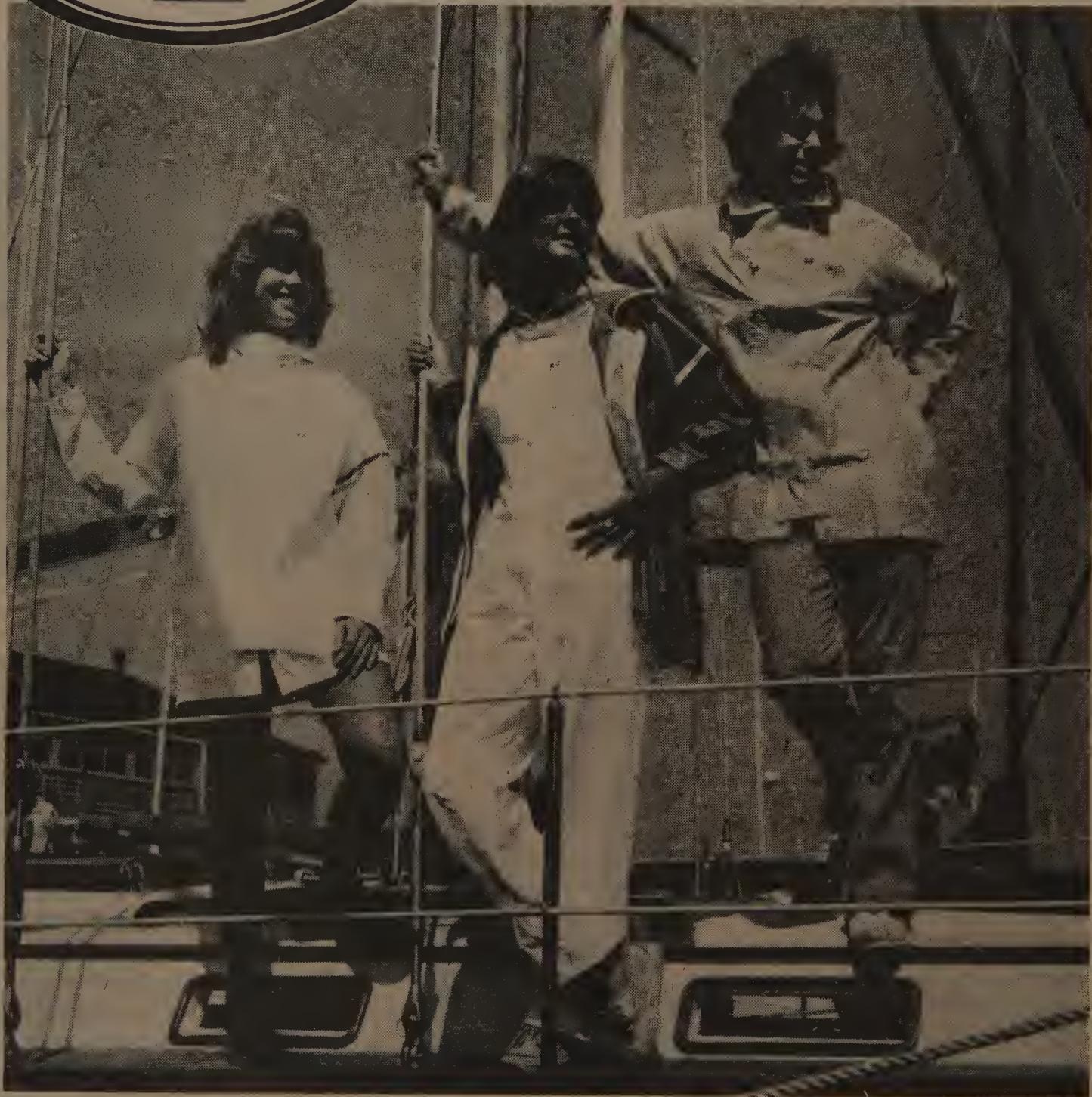
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LETTERS

Hang in there, Lu and Dudley, "Ms Adventures" has only just begun . . . the best is yet to come.

Christine L. Brehm
Las Vegas, NV

We thought Christine's "Ms Adventures" article was 'slice-of-life' educational, and hope readers don't obscure the article's value by dragging personalities to the forefront.

Christine is absolutely right, however. Over her objections we insisted that the proper names be used — without them we think articles lack the impact of reality.

□ CALLING CYNTHIA REED OF DUGWAY, UTAH

In reading your September issue I saw the letter "Desperate". Your recommendations for this girl looking for a working position on a boat to Australia was excellent.

By coincidence though, I was at our Y.C. and saw on the bulletin board someone looking for crew for a trip to S. Seas and New Zealand this fall. Maybe you could pass this on to your letter writer.

It said interested parties contact Commodore of BCYC who is Lew Spruance for the phone number of the person that owns the boat. It is the Bahia Corinthian YC, Corona del Mar; the phone number of the YC is (714) 644-9530.

I enjoy your magazine very much and appreciate the informative articles.

Don Le Beau
Anaheim

Don — Thanks for taking the time to pass that info along.

□ MORE OVERBOARD

I had to chuckle a bit when I read Lee Turner's letter in the September issue.

It put me in mind of an incident aboard *Severn*, an Annapolis 44, a couple of years ago. I used to crew aboard her upon occasion, this time for a race down around San Leandro.

We left Tiburon a bit late that morning and headed out through the Raccoon around the north end of Angel Island. I went out on the bow and poured a libation of good Jamaica rum to Aeolus and Neptune for a fair wind and fast passage. We ran south under full sail and the iron topsail, down past the east side of T.I. and across the Estuary mouth.

No one had been down that way before, and all hands were soon scanning for shore marks, an obvious committee boat, or anything that would indicate we were getting close to the race. As usual, the racing form was vague and barely comprehensible.

I picked up a couple of landmarks, took bearings and went below to see if I could locate them on the chart. Where we were was very blue! I just hit the deck to tell the skipper we should be about a half-mile further offshore to match our draft with the depth when we struck, bounced about 30-ft. and came up all standing.

The usual remedies were quickly tried, sheets let fly, back her down, etc., with no luck. The crew was moved about the deck, but *Severn* was too heavy to be affected.

I said, "We need more leverage, rig the bosun's chair off a halliard and I'll try to swing outboard."

That didn't work as I couldn't get far enough outboard. I had them rig the spinnaker pole with the halliard and me at the end and she listed a little bit, but not enough. The skipper's son crawled out the

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□ MORE OVERBOARD

I had to chuckle a bit when I read Lee Turner's letter in the September issue.

It put me in mind of an incident aboard *Severn*, an Annapolis 44, a couple of years ago. I used to crew aboard her upon occasion, this time for a race down around San Leandro.

We left Tiburon a bit late that morning and headed out through the Raccoon around the north end of Angel Island. I went out on the bow and poured a libation of good Jamaica rum to Aeolus and Neptune for a fair wind and fast passage. We ran south under full sail and the iron topsail, down past the east side of T.I. and across the Estuary mouth.

No one had been down that way before, and all hands were soon scanning for shore marks, an obvious committee boat, or anything that would indicate we were getting close to the race. As usual, the racing form was vague and barely comprehensible.

I picked up a couple of landmarks, took bearings and went below to see if I could locate them on the chart. Where we were was very blue! I just hit the deck to tell the skipper we should be about a half-mile further offshore to match our draft with the depth when we struck, bounced about 30-ft. and came up all standing.

The usual remedies were quickly tried, sheets let fly, back her down, etc., with no luck. The crew was moved about the deck, but *Severn* was too heavy to be affected.

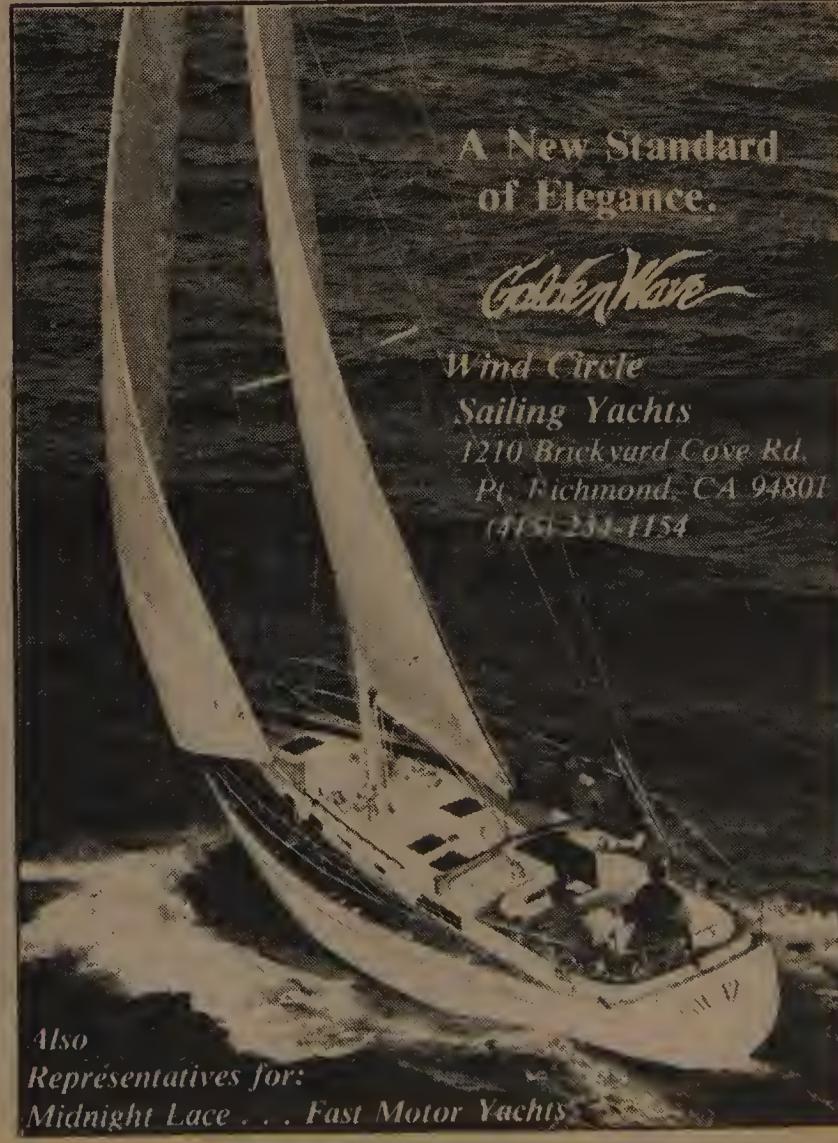
I said, "We need more leverage, rig the bosun's chair off a halliard and I'll try to swing outboard."

That didn't work as I couldn't get far enough outboard. I had them rig the spinnaker pole with the halliard and me at the end and she listed a little bit, but not enough. The skipper's son crawled out the

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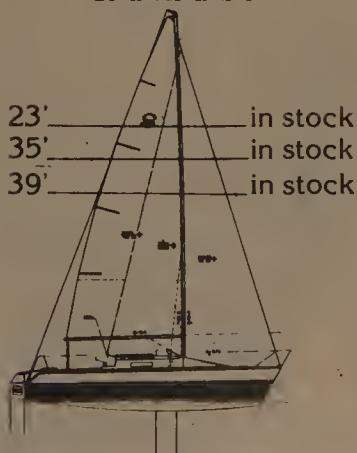


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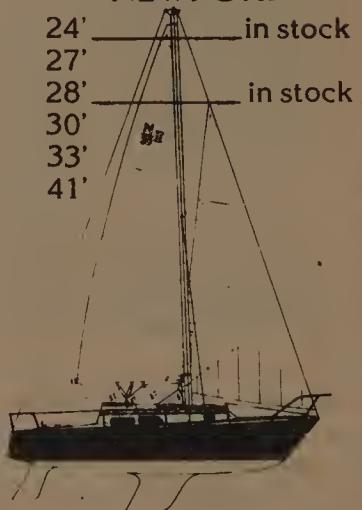


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MICHAEL SCHWEYER, LICENSED YACHT BROKER

LETTERS

pole and dropped into my lap, straddling me. She listed a bit more. I said, "Use the outhaul as a footrope and keep sending more people out here!"

About the third or fourth one, my butt was in the water and the keel broke out of the mud.

The skipper began easing her offshore and after a couple of hundred yards, we began to rig everyone back aboard. The whole time elapsed was about five minutes. We touched bottom one more time on the way out, but bounced over the hump.

Someone chided me about my libation.

I said, "My libation was to Aeolus, guardian of the winds and to Neptune, God of the sea; I have no idea who is god of the mudflats."

Someone on board took some snapshots of the evolution, but that particular crew, never reassembled so I never saw them, I imagine they were a riot!

We arrived a few minutes late, so registered a start, took a D.N.F. and sailed home.

Captain Steve Osborn
Lugger Gleaner
Sausalito

□ SO DID WE

I thought sailors had more class.

Taking a pee downwind holding on to the shrouds or back-stay under sail in the middle of the bay is an acceptable act. It is a small freedom few find objectionable.

But what I/we saw on Monday, September 14 at the south west end of San Francisco Yacht Harbor is inexcusable.

A gentleman clothed in foul-weather pants and no doubt a crew-member on one of the "Big Boats" who had just completed an afternoon of racing was positioned in a phone booth. He was in the process of flooding the phone booth with urine, in direct view of rush hour traffic driving along the Marina Green, joggers running their laps, and most important, fellow sailors who had just watched the finish of the race.

I thought sailors had more class than any derelict on the street who does not know the difference between a head and a phone booth. I would expect this person to perform his urinating in the appropriate location from now on.

T.C. & K.S.

T.C. & K.S. — That is disgusting and it is inexcusable. Even if a person's bladder is about to explode they could at least have halfway hidden behind a boat and relieved themselves in the bay instead of fouling a public facility. We think it is important that you tell such people how you feel and hope you did.

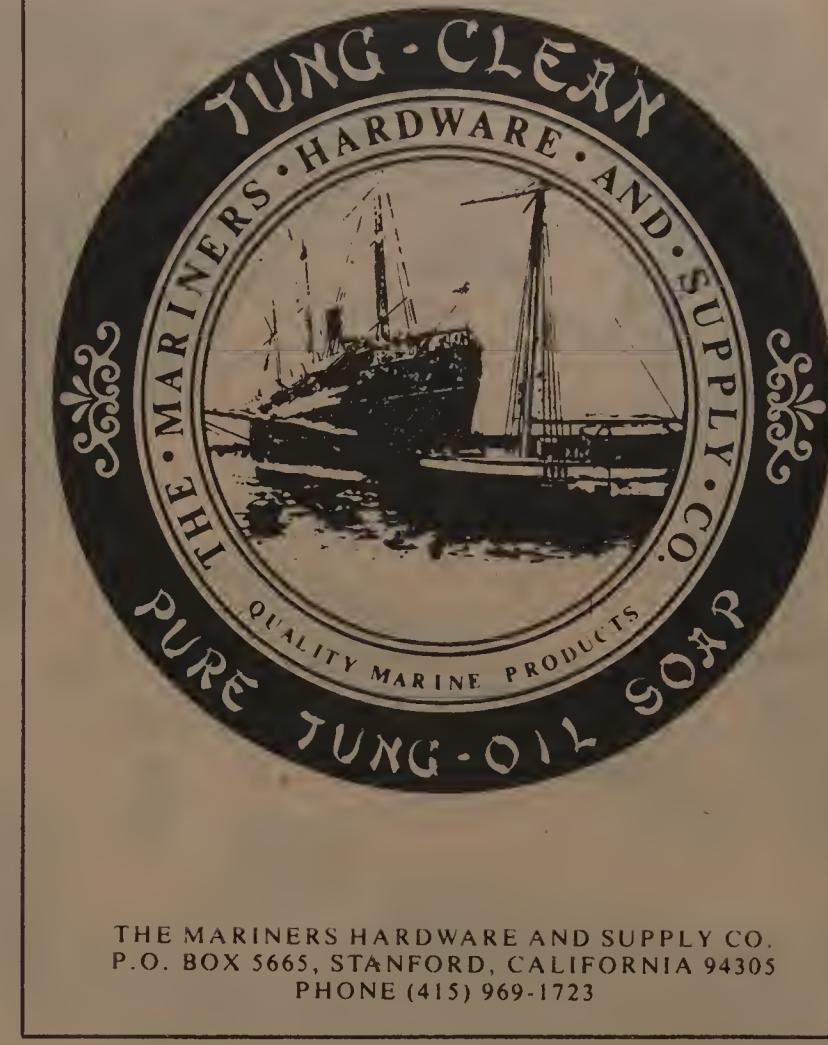
□ MISSING IN ACTION

First I missed Amy Boyer. In the September issue of *Latitude 38* we missed Andrew Urbanczyk. Who will be next?

F. Roysko
San Francisco

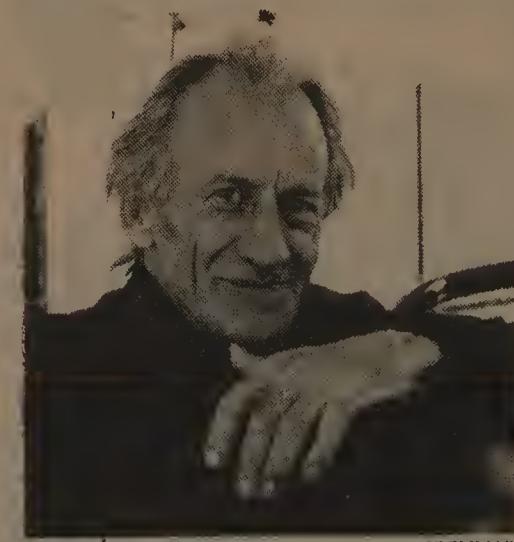
F. — The next thing you'll miss is Letters because we just can't stand any criticism.

Actually, we're trying to pressure Andrew into writing the story of his escape from the 'East', along with his wife in a sailboat. And he'd



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LETTERS

better do it quick because last month two young couples and their two children, according to Reuters, sailed a dinghy past East German patrol boats in the Baltic Sea to freedom in West Germany — and we don't want the story to get old.

As for Amy — we all miss her. But if you hurry quick she'll give you lessons at Olympic Circle Sailing Club.

□WHAT MIGHT HAVE BEEN

Here is my subscription for one year. It's been a year since I've seen a copy of your publication but I'm sure you've maintained the same degree of forethought that first caught my attention.

It's nice that "New Wave" has come to sailing publications. Somehow I envision an Olson 30 with purple and orange main cruising along on a polka dotted sea, with bottle nosed dolphins (with safety pins in their bottle noses) leaping along side. But so much for Testor's induced retrospect, on with tomorrow, or whatever.

You rejected my offer of \$10 Washington State money for a full year of *Latitude 38*. Perhaps no one has enlightened you as to the rate of exchange between Washington money and California money. No matter, they probably haven't bothered to tell you about the time zone differential either.

At any rate, here's my \$15 (\$12.50 Oregon money). Please start sending my *Latitude 38*. Muchas Gracias (high school spanish)

Steve Knudsen
Everett, WA

P.S. — I'm the advertising manager of the [Everett News] Tribune. So what?

Steve — Maybe you didn't hear about our entry in the Whitbread Around-The-World Race that fell apart at the last minute. We'd chartered a Tahiti ketch equipped with the latest Kevlar and razor blade sails and lined up a great crew: The Clash on the foredeck, Devo in the cockpit, the Busboys driving, the Vapors navigating, with Debbi Harry as cook and Pat Benatar as mascot. We thought we had it all set up but then none of the crew wanted to go.

□ENGLISH CREW

I am a young Merchant Navy Catering officer, at present onboard S.S. *Oriana* in the Med. I have recently been told that I am to join the *Island Princess* in Los Angeles on Jan. 30th. This gives me a 3-month leave from 6th Nov., during which I would like to do some sailing. I am Royal Yacht Association Competent Crew Qualified and at present taking a correspondence course for my Offshore Yachtmaster. During my last leave I spent 5 weeks travelling from Wales to Portugal and back in 2 different yachts (both under 38-ft.) I recently wrote to Mr. Pyzel who had been recommended to me by a friend as being able to help me. Unfortunately he does not take on crew, but suggested I write to you for a list of owners desiring crew. I am willing to pay my own expenses and take anything going. I look forward to your reply.

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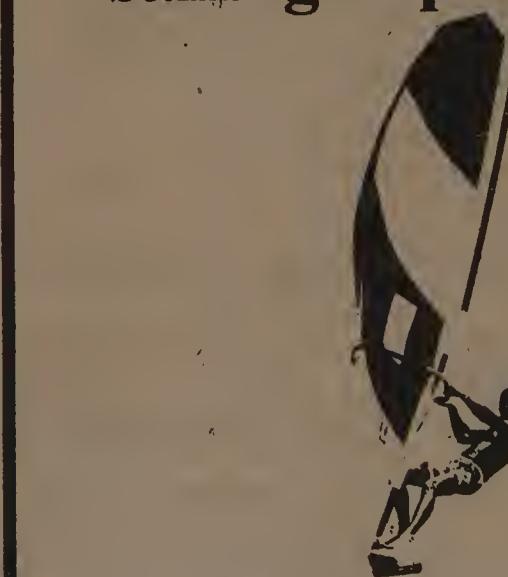
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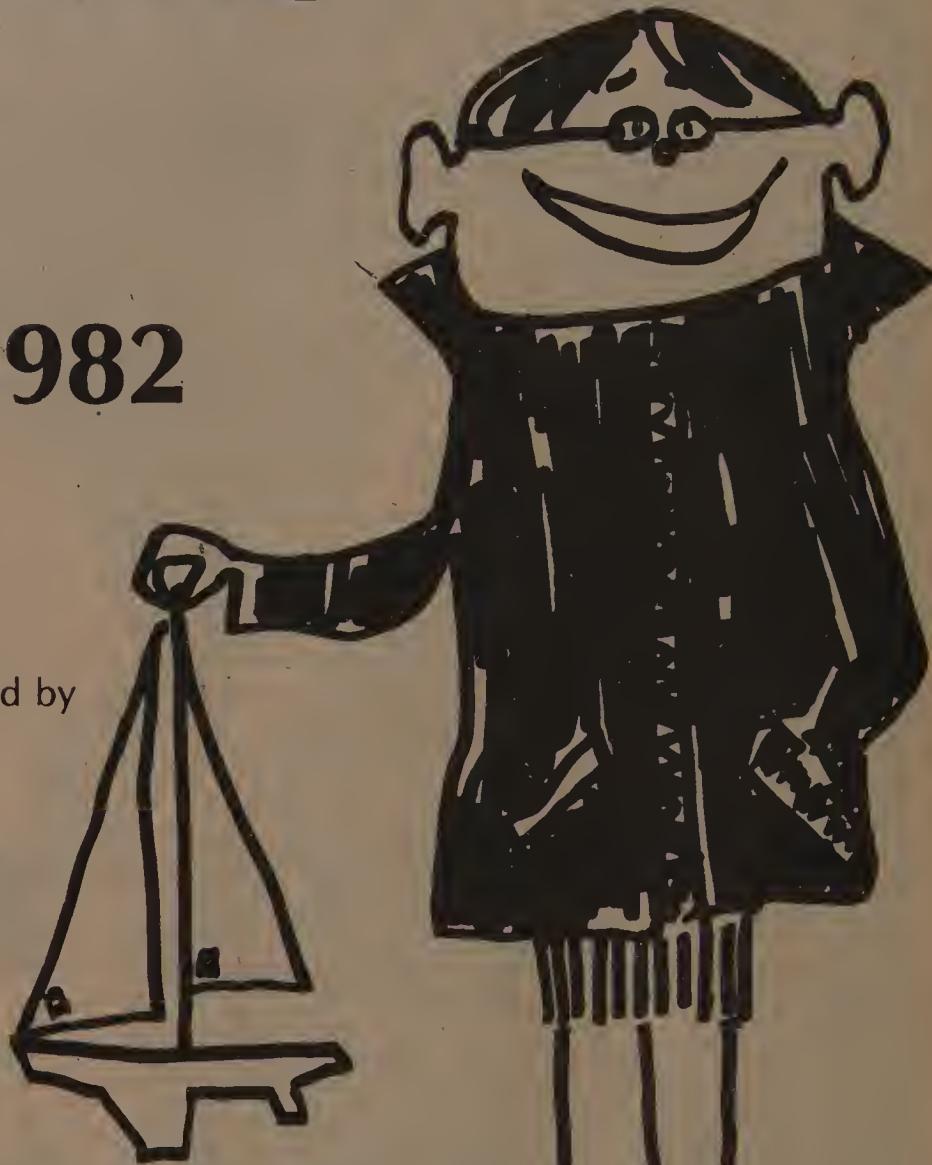
Time: 11:30 A.M. to 5:30 P.M.

Place: DeWitt Sails' Point Richmond Sail loft

Presenting: A seminar on modern racing sails, sail cloth, and sailmaking technology conducted by Jim DeWitt and DeWitt Sails' staff.



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CHANGES IN LATITUDES

Sailing to Japan?

Grace Sime, the subject of a *Latitude 38* Interview earlier this year, just arrived back on U.S. soil in late August after two months at sea delivering a boat from Yokohama to California. She's got some advice for those of you who might plan to sail there:

"Something that would have helped us greatly while in Japan was some advance information regarding how to communicate our needs (the boat's needs) and where to go for provisions and to purchase gear. In Japan it's not just simply a matter of walking down to the corner market or local marine store. We would be happy to share, on a one-on-one basis, the knowledge we have gained concerning the "where-to-go" and "how-to-get-there" of outfitting for a passage to Yokohama. Please feel free to pass along my name, address, and phone number to anyone who says, 'Hey, I'm going to Japan — how can I find out more about it?'"

You can find out more by writing Grace Sime at 13480 Beach Avenue, Marina del Rey, CA 90291.

The positive power of the press.

Last month in *Changes in Latitudes* we mentioned an ill-fated effort on the part of yachties to chip in and buy Colin Busch a Weatherfax machine. Colin, you may remember from the article, works for the New Zealand telephone company in Opua, and via ham radio provides up-to-the-minute weather information for yachties throughout the South Pacific. And if they get to New Zealand, he greets them as they arrive in the Bay of Islands. Appreciative yachties had wanted to buy him a Weatherfax to save him the trouble of having to run down to the weather department everyday; but the idea never got off the ground.

However, Ron Beebe of Transworld Recreation in Newport Beach read *Changes in Latitudes* last month and has offered to donate the mechanical part of a Weatherfax to Colin. We've forwarded that information to Colin's Ukiah friend, Bob Jensen, who is going to see that it gets to Colin. Even though it's part of an older machine, Bob says the Kiwis are great with mechanical things and Colin can no doubt rig something up.

Some of the most baffling reports we've heard from yachties in Central America deal with shooting incidents off Nicaragua. These are cases where yachts have shots fired across their bow, but not at them if they continue resolutely on their course. *Gitane's* Judy Anderson wrote about it in these pages several months ago; Warren Stryker talks about it in this issue. What's baffling is the fact that they don't open fire on boats or their occupants after warning shots go unheeded. Afterall, nobody is there to police them.

Our old cruising friend Three-and-a-half Fingers Max and his wife Vera, who spent some time in Nicaragua, offered an explanation that makes sense and seems to be supported by other evidence. According to Max and Vera, the Nicaraguans don't really want to hurt anyone, they are simply desperate for money to buy essentials. Warren Stryker, who had friends on four or five others boats shot at, agrees they just want money for food and the other most basic human needs. The standard of living, both say, has gone to hell since the Sandinista revolution two years ago; even the soldiers aren't always getting paid.

With this background, it was with increased interest that we read a

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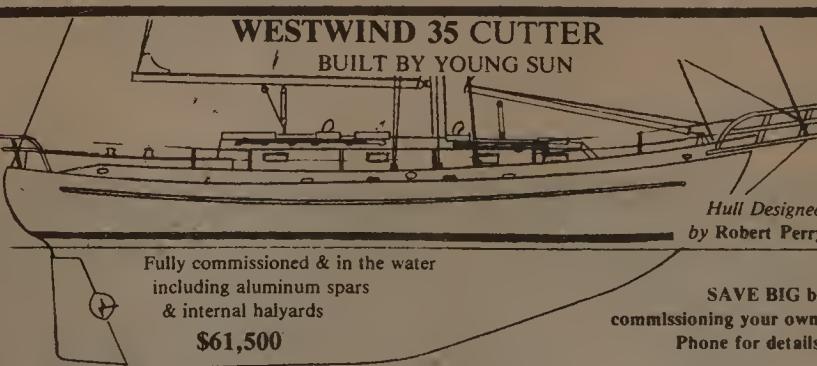
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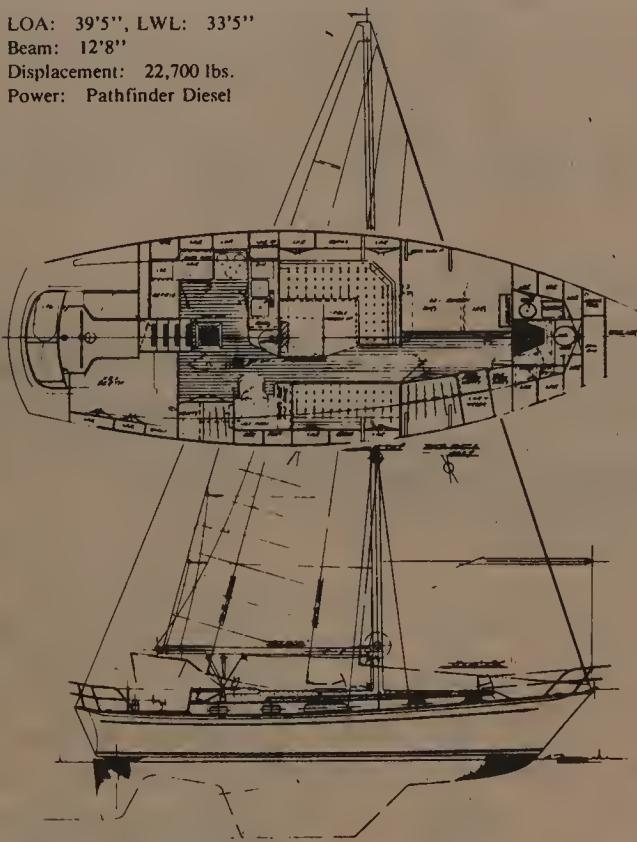


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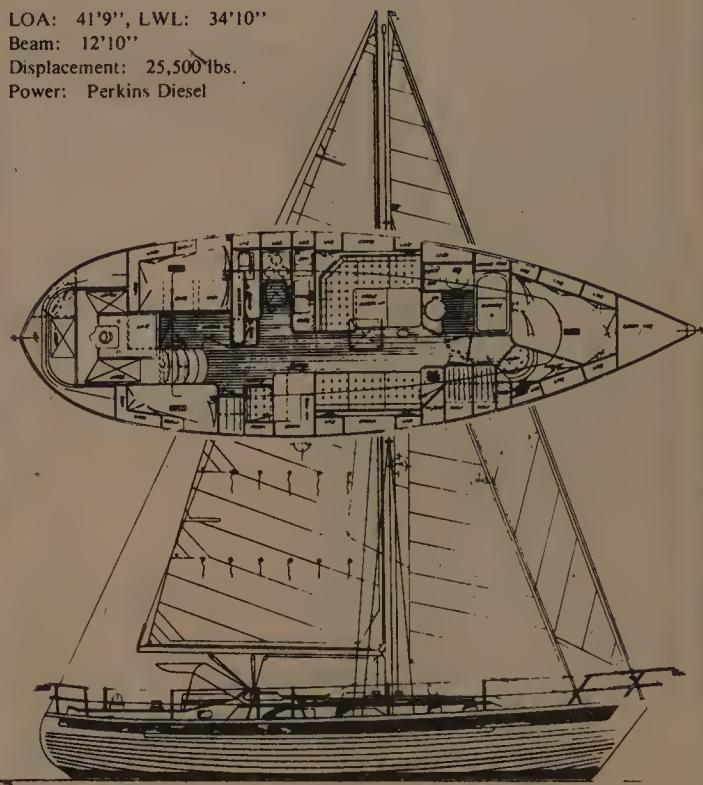


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CHANGES IN LATITUDES

September 15th *Wall Street Journal* article on Nicaragua's confused and sliding post-Somoza economy. According to this article the three factions — Marxist guerillas, upper-class businessmen, and the Roman Catholic Church — that had united with the goal of chucking Somoza, are no longer united. The businessmen live in terror of bureaucrats who seemingly carelessly confiscate prosperous businesses; powerful Church leaders are now turned against the Marxists; and the guerillas aren't too crazy about either the Church or the upper-class businessmen.

Nicaragua is formally headed by a three-man junta, who in turn are run by nine commanders who represent the three Sandinista factions, which head the Sandinista National Liberation Front. The WSJ article alleges that this government has no sound economic plan for the future, and that it is frequently confused and contradicted by bureaucracy.

The government claims that social programs have been increased over 41% but little seems to reach the poor. Inflation may hit 50% this year and unemployment is nearing 20%. This can make people desparate.

What makes things worse is that Nicaragua no longer gets the millions of dollars in aid from western countries and doesn't currently have the hard currency to finance its way out of the hole it's in. Raw materials can't be purchased to produce finished products, farmers can't obtain materials to grow bountiful crops, and a third of the fishing fleet is knocked out for lack of spare parts. What makes things even worse is the fact that Nicaragua's major exports — sugar, cotton, and coffee — are currently selling for low prices.

In an attempt to alleviate the situation a state of emergency was declared last month. As a part of it, the budget was slashed 5%, food and transportation subsidies cut double that, and government salaries froze. As of now striking, raising prices without permission, and publishing false economic reports are considered 'economic sabotage' and offer the prospect of jail.

It does not sound like a promising situation. But thus armed with such information, should you fight, flee, or give up if shots are fired across your bow while transitting the waters of Nicaragua? We wish we had a good answer for that question.

Cruising through a revolution.

Just a little while back the Libians, those great friends of the Reagans, signed a treaty of cooperation and friendship wth Ethiopia and the Peoples Democratic Republic of Yemen. Because of this the U.S. government has been warning American pleasure and commercial vessels to exercise caution when entering the territorial waters of these countries — which they claim extend out 12-miles. Combined, these territorial waters pretty much stretch all the way across the entrance from the Gulf of Aden to the Red Sea — the only passage from the Indian Ocean to the Mediterranean.

Actually caution has always been a good policy for yachties cruising in this area — there have been more than a few yachts that have been shot at by the Ethiopians during the last few years. Yachties report a little friendlier reception farther north at Port Sudan where doctors have been coming down to yachts and dishing out shots for free.

You'd think that anyone with a boat would steer clear of countries in turmoil, but somebody always wants to go against the tide. Sometimes they get in big trouble and even buried. But sometimes

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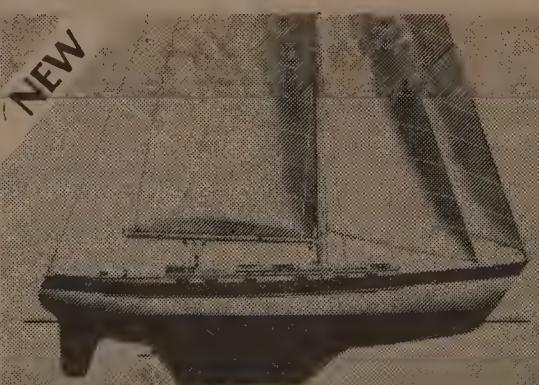


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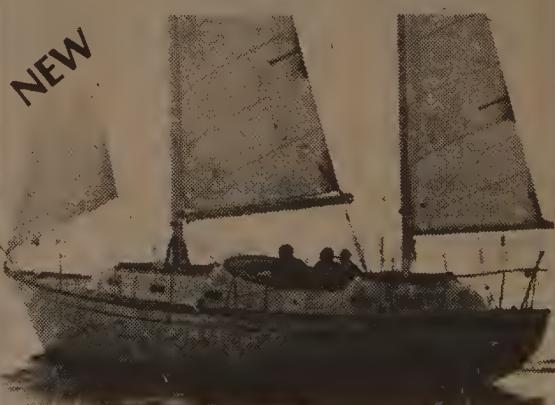
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CHANGES IN LATITUDES

they end up having a great time. The latter was the case with Richard Kelton of Beverly Hills who found "unalloyed pleasure" cruising through Turkey during a military coup in 1980.

In the *Commodore's Bulletin* of the Seven Seas Cruising Association he writes, "Both the public and officials were generally friendly both before, during and after the coup." Kelton went on to explain that cruising Turkey in September couldn't have been more perfect, featuring as it did "pleasant sailing breezes in the afternoon and quiet anchorages at night." To each their own.

Don't think that only yachties have reason to anticipate hostility. The *Associated Press* recently reported that no fewer than six big oil tankers have been overrun by pirates around Indonesia since the beginning of the year. It's beginning to sound like the streets of L.A. out on the water.

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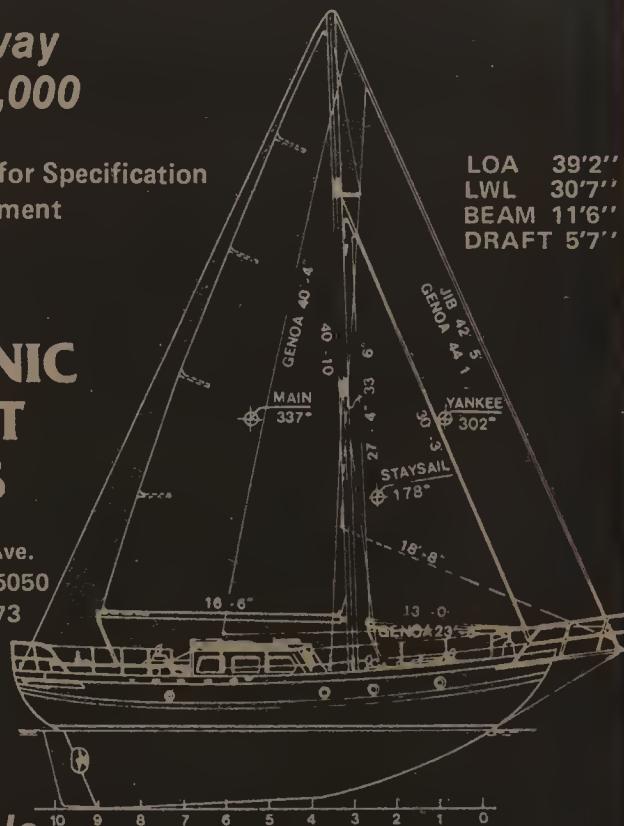
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46' IRWIN, ketch, '80. Diesel, generator, self-furling, large winch. New boat condition. Owner will consider financing, RT trades, or other boats, power & sail. Submit all offers. Offered at \$140K.



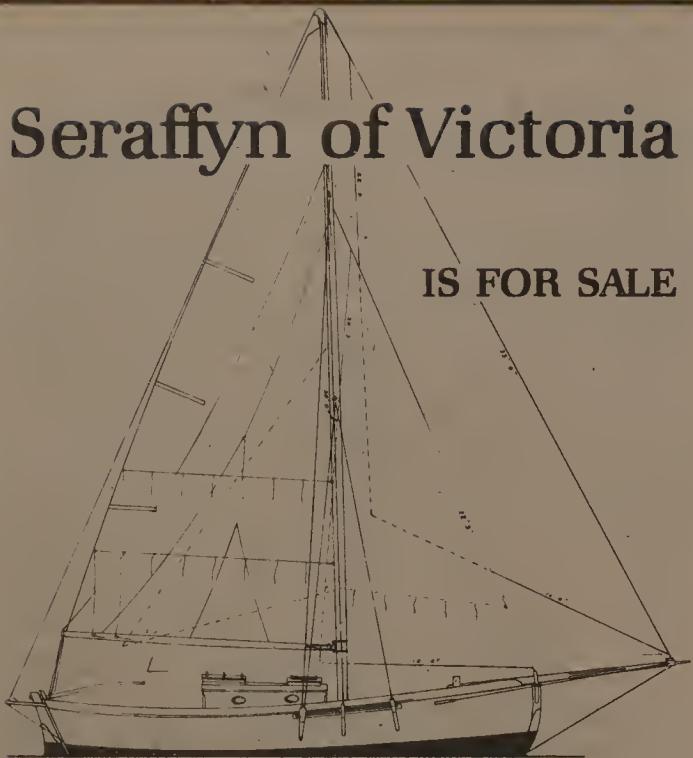
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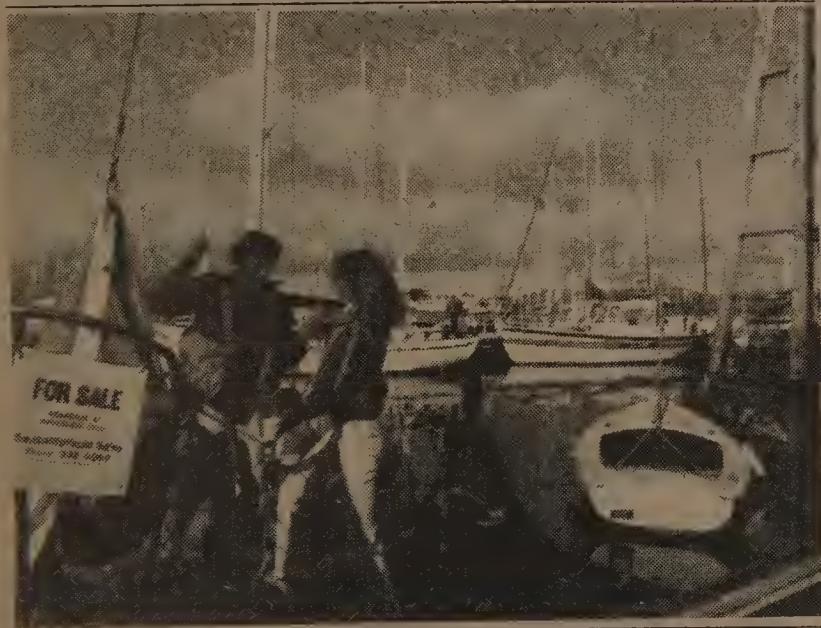
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LOOSE LIPS

Cosmo-naut alert. Do you know where your husband is? How about your boat?

The photo below was forwarded to us from the most recent issue of the wild woman's advisor, *Cosmopolitan* magazine. It's part of a story on what to do in San Francisco — even though it's about



Sausalito.

The caption reads, "Sausalito's practically all waterfront, with boats docked along the main street. Here you can dream of adventurous round-the-world jaunts, rent a tiny sailboat for the day — or even hitch a ride if you are lucky. Restaurants serve up scrumptious shellfish and spectacular views."

Cosmo, we're advised, is a world leader in instructing women — especially formerly mousy women — on how they should live their lives. Consequently the area may soon be deluged with Cosmonauts looking "to get lucky". Lonely sailors seeking some dazzling companionship might want to scatter old issues about the deck as a signal for those looking to "hitch a ride."

It would be funny, if it weren't so tragic.

California is a little short on historic sea battles, so commemorative-thinking persons have to grab at every straw available. That's why down south they re-enact the Battle of San Diego Bay, a skirmish between Spanish forces on land and America on a brig, *Lelia Byrd*.

That hostility took place 173 years ago, but it wasn't until just this year that it claimed a casualty. It happened during the March 22nd re-enactment when 27-year old Larry Peebles had his hand blown off while reloading a 100-year old cannon used in the celebration. Lawyers have long since moved in, bless their hearts, but what a way to have a hand go.

A law to make most sailors criminals.

During the final hours of the California Legislature's 1981 session, lawmakers made up for squandered time by passing proposed laws at as high a clip as one a minute. One of the best new bills, we feel, was sponsored by Sacramento Democrat Jean Moorhead and passed 71-1. It makes a 48-hour jail sentence standard penalty for first-

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BEAM 11'2"
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S.A. 717 sq. ft.

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LOOSE LIPS

time drunk driving offenders. Stiffer penalties are mandated for second and third time transgressors and where innocent persons have been maimed or killed. We enjoy getting ripped from time to time, but feel far too many lives have been destroyed already not to warrant such legislation.

In a completely separate bill, sponsored by Gary Hart of Santa Barbara and passed overwhelmingly by a margin of 57 to 3, the Legislature proposed making it a crime to water ski or operate a boat under the influence of booze or drugs. The Legislation was aimed primarily at operators of high speed powerboats, whose toys have the inherent power to create the greatest mayhem on water. We don't know how many accidents or deaths are caused by drunks operating sailboats — probably not too many — but we've got nothing against this new bill. If you're so polluted that your erratic sailing attracts the attention of the law, you deserve the slammer.

Although the Legislature took care of a lot of business in those last hectic minutes, one thing they didn't take care of was the return of \$125 million of unsecured property taxes collected above the rates set by Proposition 13 back in 1978. Much of these taxes had been paid by boatowners. There had been a tentative agreement to return to money, but then the elephants and donkeys got so angry with one another they decided to disagree and keep your money until at least January.

What people are saying about 'former' yachtsman Ted Turner who reportedly gave up sailing because of professionalism and cheating.

"Ted Turner can do it all. He can go to his left like Tip O'Neill and to his right like the Reverend Jerry Falwell."

Philadelphia columnist Bill Colin

"I'm quite certain he'll (Turner) run for office," says Robert Wussler, former president of CBS Television and now executive vice president of Turner Broadcasting.

"What office?" Wussler is asked.

"President."

From TV Guide article on Turner by David Shaw

May the TAFG be with you.

The language of sailing is getting more complex all the time, and Ericson Yachts has not helped with the introduction of their new Ron Holland-designed 33, featuring a 'Tri-axial Force Grid.'

The TAFG, as it's known around the Ericson building, is "an internal one-piece floor-beam system". Ericson claims the TAFG makes the hull exceptionally rigid, allowing the rigging to stay in tune during big fluctuations in wind speed. It also allows them to make the hull itself lighter, which in turn allows the use of heavier, but warmer and richer appearing amenities like teak veneers and ceiling planking. New approach to old problems require new names.

We don't know if we ever mentioned it, but Gene Kohlman, who sold many local sailors their Ericsons while owner of Albatross Sailing Centers in Redwood City, Oakland, and Alameda, is now president of Ericson Yachts. He replaces Red Caveny, who came from the Ford Administration and recently returned to Washington to serve under President Reagan.

Two news items recently pointed out that, like it or not, we live in a

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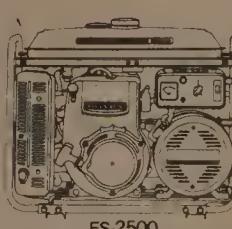
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YACHT NAME _____ CLASS OR
PREFERRED BUILDER _____ SAIL # _____
CLASS OR DIVISION _____ RATING _____

check one: IOR One Design PHRF

You may mail entries on any date; however, class and division assignments will be determined starting October 28th. Complete schedule and instructions will be mailed approximately November 2, 1981.

IOR and PHRF: Current certificates must be on file with the YRA office. If you need a PHRF certificate, call the YRA office at (415) 771-9500.

Yachts may participate in appropriate class or division on both Saturday and Sunday if schedule permits. An entry is required for each class or division.

Deep draft yachts should consider tidal effect prior to entering.

Yachts must have a sail number. Hull numbers are acceptable.

I wish to race on: Saturdays _____ Sundays _____ PHRF may race either/both days. Assignment of race day will be by majority vote for IOR and One Design.

MASTER'S NAME: _____

ADDRESS _____ CITY _____ ZIP _____

TELEPHONES: OFFICE _____ HOME _____

I hereby certify that the above yacht meets USCG safety standards and will prudently sail in accordance with USYRU and MYCO race instructions and will hold harmless the Metropolitan Yacht Club and its agents for any liability for accident or injury to myself, crew or boat.

SIGNED: _____ DATE: _____

YACHT CLUB _____ (Yacht Club membership is not required.
All contestants are invited to use the facilities of the Metropolitan Yacht Club and
MYCO guest cards will be issued to participants who request them.

Race Committee Chairman: Kirt Brooks - (415) 284-1778 (office)

LOOSE LIPS

political world and sail in political waters. Next June there will be a statewide referendum on whether or not to build the Peripheral Canal, a 42-mile ditch to move increasing amounts of bay-destined fresh water around the Delta for movement to central and southern California. Writing in *Oceans* magazine, Dr. Michael Rozengurt, a Russian oceanographer, and Dr. Michael Herz, biologist and TransPac singlehanded veteran, state that depletion of the bay's fresh water supply could severely alter the bay's ecosystem. Besides the further loss of fish such as salmon and striped bass (which have already suffered heavily from fresh water diversion), more ocean quality water in the bay would result in colder water and more fog. Ocean creatures — like sharks — would come inside the Golden Gate looking for food. (Shark observers refer to yellow foul weather gear as "yum-yum yellow".) The state water quality people are quick to argue that if their plans are followed there'll be no problems and the Peripheral Canal is the best solution. The best solution for whom is the question.

Meanwhile in ocean politics down south, Alan Olson's 54-ft. ferrocement schooner *Stone Witch* [see *Latitude 38*, Volume 50], which took part in the sea assault for the 1978 Greenpeace protest at Diablo Canyon, was back on duty recently. During the recent Abalone Alliance protest near San Luis Obispo, *Stone Witch* served as the mother ship for a group of outboard-powered inflatables which delivered protestors to the shores of the Diablo Canyon nuclear power plant. Staying clear of the Coast Guard's two-mile "safety zone" off the shores of the plant, *Stone Witch* carried protestors who were ferried to the beach where police and reporters greeted them with handcuffs and notepads. Some of the inflatables tried to outrun a pursuing Coast Guard cutter, putting into nearby Port San Luis. They, too, were apprehended, but claiming victory as they awaited arraignment. The point they were trying to make, they said, was that even when armed to the teeth, the nuclear plant was vulnerable from the sea.

And have a nice day.

The latest in U.S.-Soviet yachting policy.

According to a monitored Moscow radio broadcast, the Russians have raised the prices of "yachts for private use". What other kinds are there?

Ironically it was on that same day, September 24, that President Reagan announced that his administration will once more try and push for "user" fees to assessed boatowners.

Now is it a coincidence. Or is it conspiracy?

A whale's tale.

You know how angry and annoyed you get when your privacy is disturbed? It's the same for whales. Last month some 25 miles off the coast of Monterey a humpback whale judged to be over 50-ft. long bumped a 36-ft. fishing boat for three hours. This was in retaliation for being struck in the middle of the night by the fish boat.

One of the fishermen turned the engine off after a particularly strong butt, and each time he tried to restart it the whale would commence to butt some more. As a last resort the Coast Guard was called and a 44-ft. cutter eventually lured the whale away.

A month or so ago off Gloucester, Massachusetts, a 32-ft. fishing boat was rammed by a 40-ft. whale. The whale won, putting a 6-ft. long, 2-inch wide hole in the boat, resulting in it being awash in less



41' CUSTOM FREEPORT KETCH

This exceptionally comfortable cruiser was just launched after two years in construction. Built to uncompromising standards, you will not find a better constructed yacht. Originally intended for charter in Hawaii, she has a perfect live aboard or chartering layout. There is sleeping for nine in four staterooms with three doubles and a crews quarters. She has a dependable Pices 60 diesel that will cruise at 9 knots on a 24 hour basis. The main auxiliary and the 4 KW Petter diesel generator are supplied by a 125 gallon tank. There is tankage for 250 gallons of water. The large galley amidships has gas cooking, microwave, refrigerator, freezer, and a trash compactor. A washer and dryer are also included. The magnificent interior layout gives a light and airy feeling throughout the boat. Her extensive inventory includes all custom deck hardware, bow thrusters, complete instrumentation, auto pilot, ham radio, bow and stern electric windlasses, full cockpit cover, Barent winches, forced air heating and air conditioning, stereo, power inverter, fire quench system, two dinghies with outboard, life raft, and two poles. The owner estimates the replacement cost at \$265,000, she is an exceptional value at \$179,900.



32' WESTSAIL

This Classic Westsail was launched in 1977 and has the extensive design improvements the factory made around that time. She is extremely clean and well maintained. The custom teak interior was professionally finished and is far superior to the standard factory completed boat. She has a very well maintained Pices 40 diesel with a tankage of 68 gallons. Her cruise ready inventory includes auto pilot, bow and stern windlasses with complete ground tackle, teak decks, bronze Barent winches, VHF, knot meter, log, depth finder, and inflatable raft. \$53,000. Sistership pictured.



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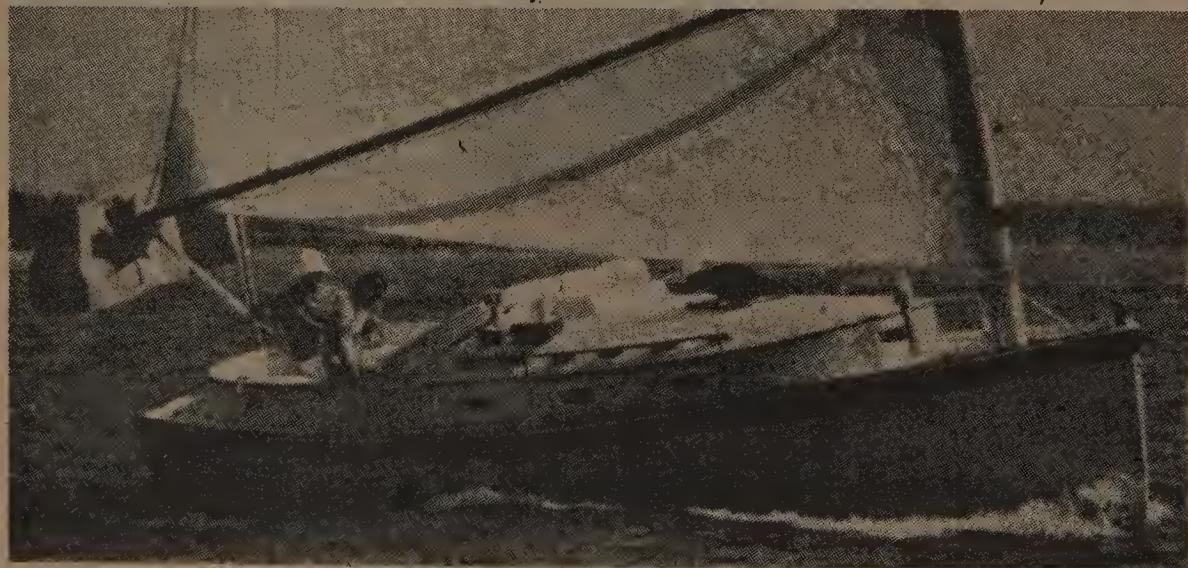
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LOOSE LIPS

than five minutes.

There are reports that over 1.5 million humanoids went whale watching last year; maybe the whales are tired of it and would rather be left alone. Wouldn't you?

"Seen a group of unfriendly wild men. Estimate more than 50, carrying various homemade weapons, are making two or three wooden boats. Worrying that they will board us at sunset."

A passage from the log of an 18th century sailing ship? Guess again. The above was a cable received from the captain of a freighter grounded off the Andaman Islands in the Bay of Bengal.

The 31 crewmembers of the *Primrose* were stranded August 2 and the nearby natives were none too pleased to make their acquaintance. The ship's captain requested they be rescued immediately or delivered weapons to defend themselves. Rough seas prevented a tugboat from reaching the *Primrose* on one rescue attempt, but they were eventually saved by Indian Navy helicopters.

Actually you don't even have to run aground to be in trouble. Major oil companies and ship owners are putting the screws to government officials in Singapore because in a one month period no fewer than three oil tankers had been plundered by pirates in the notorious Straits of Malacca. The pirates operate in highspeed powerboats, carry machine guns, Malay knives, pistols, and board the tankers from behind grappling hooks.

Scientists have yet to come up with a cure for foot-in-mouth disease, which is too bad, because sometimes we seem to have a terminal case of it. Hermosa Beach's Charles O'Leary wrote to inform us that we really screwed up last month in our report on the Olson 30 Nationals. Charles owns *Irish Stew*, which finished second in the series. However it was not true that Ron Dougherty was part of the *Irish Stew* crew.

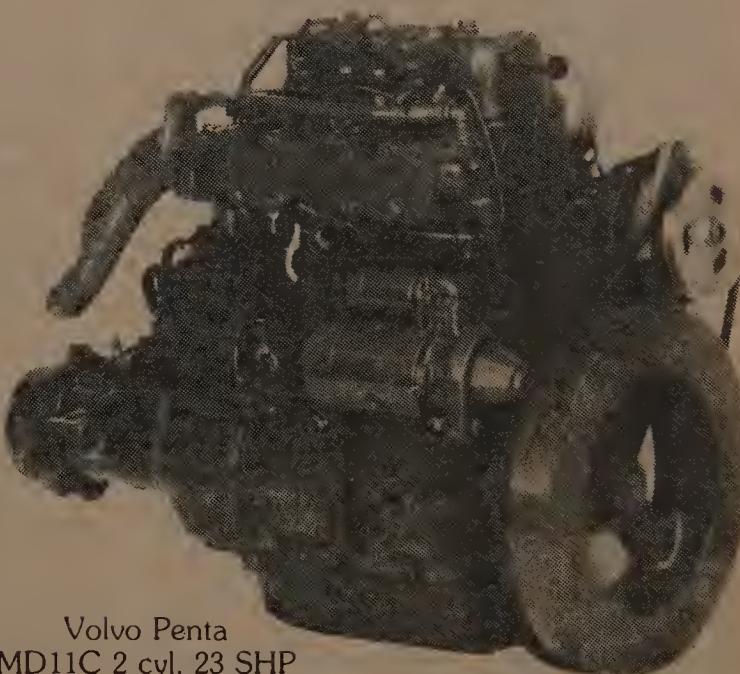
What makes it really bad is that Charles owns Sinbad Sails and is a direct competitor of Dougherty, who makes sails for Brand X. Charles wanted us to know his crew list read as follows: Wendy Russell, Garth Davis, Bruce Bradfute, Frank Vaughan, and Paul Bishop. He also thought we should let everyone know that the owner and skipper of *Levity* is Hank McGil of Venice, California. We had implied that Billy Peterson was at the helm, but such is not the case.

That wasn't our only screwup. Regular contributor Sue Rowley "nearly croaked" when she saw her article on Jim Kilroy in print. Our nitwit publisher had substituted 'he' for 'Kilroy' in an early paragraph; the result was it gave the impression that Kilroy went around the boat picking up shoes and straightening cushions. Sue says Kilroy doesn't do things like that, nor is it consistent with his image. We should have known better.

"A shower on a boat consists of a little telephone that water dribbles out of. A rough idea of a shipboard shower can be obtained by standing naked in a closet with a large wet dog."

Henry Beard, co-author of *Sailing* and former co-founder of the *National Lampoon*.

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SIGHTINGS

around the world race

The much-publicized Whitbread Around-The-World Race started September 1 off Portsmouth Harbor, England. Twenty-eight boats headed south for Cape Town, South Africa, 7,010-miles away on the first leg of the four-part, 27,000-mile endurance contest. Among the fleet was the first American entry in the race, *Alaska Eagle*, owned by Anchorage's Neil Bergt. Bergt's 65-ft. S&S 65 won the last Around-The-World Race in 1977 when she was owned by Holland's Cornelis van Rietschoten. Van Rietschoten is sailing the Frers 76 *Flyer* this year, and was considered a pre-race favorite.

According to reports from race headquarters in England and Bergt's public relations company here in the U.S., *Alaskan Eagle* crossed the equator on September 21 after working her way slowly through the doldrums off the east coast of Africa. *Alaskan Eagle* was listed as 9th boat-for-boat, with *Flyer* leading the pack. Bergt noted they had very light winds for several days, which helps explain their 7-knot average speed. Once into the southeast trades, the fleet's pace should pick up. Bergt expected to reach Cape Town before October 7th.

On September 26th race headquarters in England reported the handicapped leader to be *Bubblegum*, a Contessa 43 (Peterson-design) sailed by Iain Fyfe of Scotland. Second was *Berge Viking* a Norwegian Swan 57 that finished 5th in class A at the 1981 SORC. She's being driven by Peter Lunde. Third was *Charles Heidsieck III*, a Vaton 65 sailed by Alain Gabbay of France. *Flyer* was listed as 10th even though she led the fleet boat-for-boat.

The first leg of the journey has not been without incident. Peter Blake's *Ceramco New Zealand*, a Farr 68 sailed by Peter Blake from New Zealand, broke her mast and continued under jury rig. Blake, a two-time veteran of the race, must have picked up a few tricks along the way, because *Ceramco* radioed that they were still making 220-miles a day, even with the breakdown. An Italian boat, *Ilgagoma* also had mast problems, but pulled into port for repairs and continued on. The Swedish Scandinavian had radio-electrical and rigging problems and withdrew. Chay Blyth, winner of the recent OSTAR doublehanded race from England to Newport, RI, evidently had a leak aboard *United Friendly*, a Gurney 77 from Great Britain, but estimated they could make Cape Town without too much trouble.

Alaska Eagle lodged a protest against *Berge Viking* for receiving illegal weather reports from its sponsor, a Norwegian shipping company. The reports, transmitted in Swedish, were intercepted by *Alaska Eagle*'s doctor, Roger Nielson. The race rules forbid private communications and require English to be used at all times on the radio. *Alaska Eagle* has also protested that other competitors are communicating illegally with merchant shipping companies to obtain weather information in various ports. The sponsoring Royal Naval Sailing Association has warned the entire fleet to discontinue any improper transmissions and plans to address the issue at Cape Town.

After a month layover in South Africa, the fleet pushes on to Auckland, New Zealand, a 7,101-mile jaunt through the Southern Ocean. The fleet will have to choose between the shorter great circle route, which would take them close to 60° south longitude, and the longer northern route. The southern route is colder with more danger of icebergs, while the northern route often features more favorable winds and warmer temperatures. The final portion of the second leg, from the island of Tasman (south of Australia) to New Zealand has produced severe knockdown conditions in the first two around-the-world races.

Prior to leaving on the race, many of the sailors had a chance to reflect on the whys and wherefors involved in the contest. Without a doubt, 27,000-miles of balls-to-the-walls sailing is one of the toughest physical, mental and psychological sporting tests ever devised by man. For Neil Bergt, a novice ocean racer and owner of a \$160 million oil-service company, it's

doug

Doug McNaughton, of Mill Valley, arrived in Penzance, England for the start of the 1981 Mini-Transat singlehanded race after surviving a 180-degree capsizing in an 85-mile per hour hurricane and three broken ribs. McNaughton, who bought Norton Smith's 21-ft. Wylie custom *American Express* with the intention of competing in the MiniTransat, left Bermuda in mid-summer, hoping to avoid hurricane season.

Nonetheless, he encountered two gales of force 10 and 12 and the hurricane which lasted seven days and hit a barometric low of 879 millibars. In a telephone conversation with Chuck Hawley, commodore of the Singlehanded Sailing Society, McNaughton said he encountered three types of waves in the storm: those at the 15-ft. level; those at the 25-ft. level; and those at the "Oh my god" level.

During one sequence he was knocked into the water and climbed back aboard and went below in the cabin. He heard an extremely large wave coming and climbed back out the companionway, managing to close the



south for

Think birds are dumb? They're not — they've got sense enough to fly south when it gets cold, don't they?

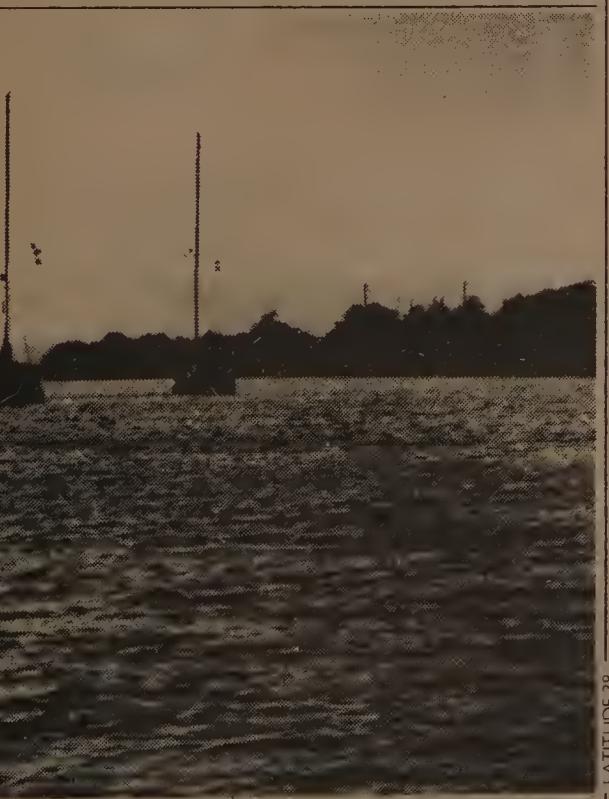
Canadians are smart, too. We know because we've seen some of their boats — like

mcnaughton

hatch behind him. The wave rolled the boat upside down. Doug righted *American Express* by pulling on the keel. He found some water in the cabin due to a broken stanchion and had to spend an hour bailing. A bolted-on solar panel was ripped off by the force of the wave.

Arriving in England one day before the start of the MiniTransat, Doug was unable to leave with the rest of the fleet. Besides mending his boat, he needed to attend to three broken ribs he had sustained during the trip. A fellow competitor was not so lucky, Doug told Chuck, losing both his boat and his life while trying to get to the race.

From a quick glimpse of the fleet, Doug noted that most of the boats appeared to be copies of *American Express*, which Norton Smith had sailed to victory in the last race two years ago. Doug feels his boat is still very competitive, and reported an 198-mile day on the delivery trip. Although late, he still plans to compete in the race, which has a stopover in the Canary Islands before finishing in Antigua.



LATITUDE 38

the winter

these two Cheoy Lee 41's idling the summer away in the delta — starting to work their way to a tropical winter in Mexico. Sometimes a thermometer is a better measure of knowledge than an I.Q. test.

around the world race — cont'd

admittedly the most "frivolous" thing he's ever done. He set his sights on not only competing, but also winning. In a *Wall Street Journal* article on the race, Bergt stated he figures he has all the qualities, if not experience, needed. "I was an airline captain at 23, and president of my own company at 33. I'm not unaccustomed to leadership roles. I may not be one of the best sailors in the world now, but I will be by the time I get home." Leslie Williams, owner of the 80-ft. *Challenger*, was a bit more whimsical in his outlook: "What will I get out of this race? Another year's interesting life, I suppose."

Ceramco New Zealand's Peter Blake, 32, plans to retire after this race, his third. He's spent a good portion of the last ten years dodging icebergs and trying to keep warm when the sails were frozen solid and ice covered the boom and spinnaker pole. Ceramco New Zealand is somewhat of an all-Kiwi effort, supported by 500 shareholders who paid \$500 each for the honor of being part of the project. Among the group are old age pensioners, amateur sailors and even an elementary school class, which may help explain the boat's amazing progress after losing her spar on the first leg. They've got too many people pulling for them to slow down.

There are 11 women in the race. Cecelia Unger, a Swedish yachtswoman, is the owner of *United Friendly*, sailed by Chay Blyth, and is a member of the crew. The lone American woman is Debbie Scalin, a 23-year old Texan on *Xargo III*, a 65-ft. South African entry.

Perhaps the ultimate around-the worlder is Cornelius van Rietschoten, a Dutch investment banker. The cornerstone of his success in 1977 and his effort in 1981 is preparation. He has spared no expense in readying his 77-ft. *Flyer*. His goal is to break the elapsed time record of 134 days, 12 hours, set by *Great Britain II* (now *United Friendly*) in 1977. He has even shipped containers full of spare parts ahead to each of the race's stopping points. The contest is obviously more than just a logistics exercise, though, and van Rietschoten reflected what it was *really* about in a *New York Times* magazine article: "You don't go into this race for the glory of it. You must do it just for yourself. In this material world, this is something that just comes down to you and the elements. In the process, I've learned a lot about myself."

latitude 38's movie guide

Last month we told you about the Roy Disney sailing movie, *Pacific High*; this month we're going to tell you about two other movies — even though we haven't seen either one.

600 days to cocos island

The first one is titled *600 Days to Cocos Island* — many of you may have seen it when it came through these parts previously. The movie was made by Gene Evans of Santa Cruz with the assistance of his wife Josie during a two-year trip they took in the early 70's on their Pearson Vanguard. A sought-after cameraman in Hollywood who later worked on the *Roots* TV series, *600 Days* is a straight documentary with no "dressing up for the camera".

From the press release the 47-year old Evans sounds like an interesting individual. "Regarding time as the ultimate gift in life, Gene has, along the way, evolved into an extraordinary fellow. By not shaving, shining his shoes (he prefers deck shoes), or washing his cars, he saves a lot of precious time for things he considers more worthwhile and creative." Clever. His wife Josie came from a Mexican family of eleven children and got her early boating experience "being rescued in small wooden pangas each time the river overflowed."

Gene and Josie gave up their professions and took the two-year voyage

cont'd on next sightings page

SIGHTINGS

movie guide — cont'd

down the coast to Mexico and Central America. In Costa Rica they ate such cruising cuisine as rattlesnake, shark, turtle, octopus, iguana, snail, limpet, fish stomach lining, and their favorite — fish head soup.

After a lengthy visit they sailed to tiny Cocos Island where they stayed for a month. Then it was on to the Galapagos for two months, followed by the obligatory trip home — 4,000 miles in 40 days — and the obligatory poverty — \$30 in their pockets.

Gene and Josie feel it was the best years of their lives and are planning to take off again. Before they leave make sure you see the movie, *600 Days to*



the Cocos Islands. The 100-minute film plays 7 times in the bay area between October 9th and 28th: October 9, San Mateo for Performing Arts; October 11, San Jose Center for Performing Arts; October 18, Marin Vets Auditorium; October 20, Palace of Fine Arts (S.F.); October 25, Oakland's Paramount Theatre; and October 27 and 28 at the Walnut Creek Civic Arts.

Tickets are \$5 in advance and \$6 at the door. Advance tickets are available at BASS, Marin Center Box Office, San Jose Box Office, Oakland Paramount Box Office, and the Downtown Center Box Office in San Francisco.

spinnakers on the wind

The other film we'd like you to be aware of is Rich Carlson's *Spinnakers on the Wind*, a documentary on Antigua's wet and wild Race Week; Carlson lives in the east bay and has been sailing for over 20 years. He's done filming in all corners of the world, and most recently for local television. His film of the 1980 St. Francis Big Boat Series won him medals at the Houston International Film Festival, and at the International Film and Television Festival in New York.

Spinnakers on the Wind, an hour long documentary feature, was filmed earlier this year. Shooting was done from the decks of racing yachts, from chase boats, from onshore, and even the air. Sounds like it might knock you dead!

Dates for this new film are November 6 at the Berkeley YC, November 27 at the Santa Cruz Civic Auditorium, November 28 at Lone Mountain college in San Francisco, and December 8 and 9 at the Walnut Creek Civic Arts Theatre. Call these locations for tickets, times and prices.

As we mentioned, we haven't seen either of these movies, but the credentials look pretty good for both of them.

too gross

A couple of weeks ago a reader forwarded us a copy of a new, free boating publication distributed in the Seattle area. The first thing about the magazine that caught our attention was the originality of its name — *Latitude 48*. What a clever idea!

Chuckling over the real or imagined similarities between the names *Latitude 48* and *Latitude 38*, we got them on the

ariel

The Ariel Class' Annual Dinner/Meeting will take place on October 31 — Halloween — at the San Francisco Yacht Club. The Ernie Hoppe Memorial Race around Angel Island will start at 12:00 noon off the entrance buoy to the Belvedere channel. All Ariel

wallace

The Oakland YC's *Hoyden II*, owned by Bill Trask and sailed by Jim Jessie, successfully repelled Aeolian YC's *Virago*, owned by Dave Lenschmidt, in the revival of the W.C. Wallace Perpetual Trophy Race on August 29th. The Oakland YC hopes to create greater interest in this historical challenge race. The trophy itself dates back to 1902 and has not been competed for since 1972.

Hoyden II, a Farallon Clipper, crossed the

poletti

Ross' Pam Poletti, the girl with the incandescent smile, failed to score big at the IYRU World Women's sailing championship in Stintino (Sardinia), Italy from September 4 to 13. Pam was crewing for J.J. Fetter of La Jolla, and the pair came in a disappointing 25th out of a field of 27th.

The trip, according to Pam's mother, was not a total loss, however. Pam decided to postpone her studies as the University of

for comfort

telephone and threatened to disembowel them if they couldn't come up with their own goddamn name. Catching the drift of our reasoning, they promised to make the change by the third issue.

We just wanted you folks to know that we had nothing to do with the soon-to-be-some-other-name *Latitude 48*. We do *Latitude 38* magazine and that's it!

class assoc.

owners are encouraged to participate in all the events. This year the Association would like to see all 40 Bay Area Ariels represented. R.S.V.P. to Carol Jesmore (982-7287) or Skip Henderson (461-3718).

perpetual

finish line near Treasure Island after 17.7-miles with a whopping lead of over 21 minutes, explained in part to a busted spinnaker pole on the part of *Virago*. Also helpful was the combined experience of Bill Trask and Jim Jessie, two of the saltier salts on the bay. The gauntlet has been thrown down and the champions challenge one and all to take their best shot next year. Wait for an invitation in the mail!

plunges

Wisconsin until the Spring semester, and she's now touring Europe, looking up old friends and acquaintances, and visiting her sister in France. Part of J.J. and Pam's problem at Stintino was lack of wind — they had practiced together for a year, but light air was not their strong suit.

Pam's mom knows she's disappointed, but we say "Cheer up, Pam, and send us a postcard!"

iod's on the bay

Sailors of the classic International One-Design class will meet on San Francisco bay from October 28 to November 1 to compete in the third annual North American Invitational Regatta, hosted by the local IOD fleet and the St. Francis YC. Skippers and crews from Long Island Sound, Marblehead (Massachusetts), Northeast Harbor (Maine), Sag Harbor (New York), Bermuda, Scotland, Norway and San Francisco will battle it out in the unpredictable late October weather. The skippers meeting will take place in the chart room of the St. Francis YC on October 28th, followed by Gordon Waldear's



DIANE BEESTON

Film, Sea Room.

The long, low, graceful IOD has graced the bay's waters since 1953, when Lou Price brought one back from the east. By 1955 six boats were racing as a one-design class. Currently there are 22 boats on the bay, of which 14 are registered to race.

The history of the IOD's stretches back to 1935, when Cornelius Shield, Sr. adapted the design of the six meter *Saga* to create a one-design class. During Christmas week of 1936, Shields sailed his new *Aileen* from City Island, New York, to nearby Larchmont YC. By the following summer, 25 IOD's were racing on Long Island Sound, and the class soon became a hotbed of racing.

Originally, IOD's were built in Norway by Bjarne Aas, who had also designed *Saga*. To assure that the forms used in constructing the boats survived the German invasion of Norway in World War II, Aas buried them for the duration. After the war he dug them up and resumed building the wooden yachts. Those same forms later produced the plug for building fiberglass IOD's, which are now being built in Maine and Bermuda.

The S.F. bay IOD fleet invites all IOD lovers to come and partake of the beauty of the IOD's for the regatta and its functions. For more information, call Chairman Bob Grisby at 738-2060, Race Chairman Tom Allen at 545-2931 (days) or 474-7474 (eves), or Fleet Secretary Nann-Lea Busby at 929-8120.

mid-winters

It's almost time to start sailing in the midwinter series, when the light wind wizards get a chance to strike back after a summer of slugging through high

cont'd on next sightings page

West Marine's october sale

Datamarine



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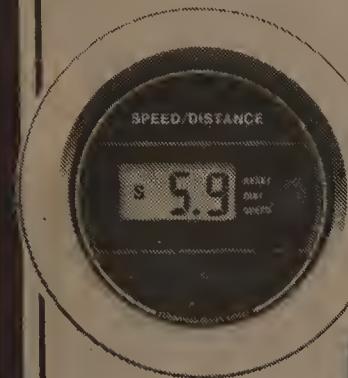
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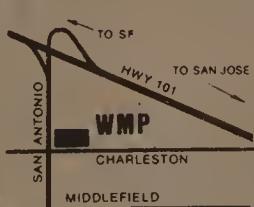
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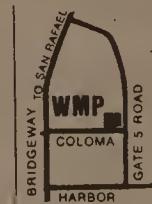
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SIGHTINGS

mid-winters — cont'd

winds and seas. Sailing the bay in winter offers a mixed bag of winds, tide and sea conditions, mostly on the light side with an occasional southerly storm thrown in for excitement. It's a good chance to try out new gear, new crew or a new boat for those so inclined. Here's a run-down of the midwinter series we're aware of and where they'll be taking place.

METROPOLITAN YACHT CLUB OF OAKLAND

This has been the big daddy of the midwinter circuit for several years now, drawing hundreds of boats of all types and designs. Races are run both Saturdays and Sundays on the Berkeley Circle, and include one-design, PHRF, and IOR categories. One-design boats can race in both their own divisions and PHRF or IOR, but must pay the \$24.00 entry fee twice. Race dates are: November 14-15; December 12-13; January 9-10; February 13-14. You need not belong to a yacht club in order to participate, but you do need a sail number. Large clumps of boats have been known to cross the finish line in a short period of time and the race committee needs to spot numbers quickly and accurately. IOR and PHRF entries must have an up-to-date certificate on file at the YRA office. If you need a PHRF certificate, call (415) 771-9500. Race Committee Chairman is Kirt Brooks, (415) 284-1778 (work). The Metropolitan YC is at 89 Jack London Square, Oakland, CA 94607, and invites all participants to use their facilities after the races.

CORINTHIAN YACHT CLUB

Starting off the Tiburon shore, the Corinthian YC midwinter series is open to all one-design, Olympic Class (Star, Soling and Etchells 22) and PHRF yachts. No yacht club or association membership is required. Entries are due by October 7 at Corinthian YC, P.O. Box 857, Tiburon, CA 94920. The fee is \$15.00 before October 7, \$20.00 after. Race dates are October 18, November 22, December 20, and January 23. A make-up day is scheduled for February 6. Colin Gilboy is the regatta chairman and can be reached at (415) 821-2809. The Corinthian YC, (415) 435-4711, invites all participants to use their facilities on race weekends. Guest berthing is available and dinner is served Friday, Saturday and Sunday nights.

COYOTE POINT YACHT CLUB

Located south of the San Francisco International Airport, the Coyote Point YC offers a five-race series to all members in good standing of Pacific Inter-Club Yacht Association clubs. Race dates are November 1, December 6, January 10, February 7 and March 7. Make-up is March 13, if needed. The guest dock can accommodate up to 20 boats for a maximum of 72 hours. There will be spinnaker and non-spinnaker divisions for boats 29.5 feet and over and under 29.5 feet, as well as one-design fleets for Catalina 30's and Catalina 27's. Racing starts at noon. The entry fee is \$20.00 and should be mailed to Coyote Point YC, 1820 Coyote Point Drive, San Mateo, CA 94401. Entries for the first race must be received no later than October 21. Call Bill Ryan at (415) 574-0672 for more information.

GOLDEN GATE YACHT CLUB

San Francisco's Golden Gate YC offers the Sea Weed Soup Perpetual Trophy, also known as the Manual V. Fagundes Invitational Midwinter Regatta. Race dates are November 8, December 6, January 3 and February 7, with a make-up on February 21. The first gun goes off at 12:30 p.m. and last year they ran 11 divisions, including IOR, PHRF, and one-design categories. The entry fee is \$20, due by October 24. Forms can be obtained by calling Kitty James at the YRA office, (415) 771-9500, Steve Keefe, (415) 924-0570, or the Golden Gate YC, 346-BOAT, on Sundays. Participants are invited to eat at the club after each race.

as the

A couple of years ago when Marin's John Bertrand was deeply involved in his quest for the Olympic singlehanded sailing medal, he eschewed interviews and tended to avoid the press in general. Part of his reasoning, as he expressed it, was not to put himself up for too much public inspection, which might detract him from his ultimate goal.

"My idea of success," said the two-time Laser world champion and Finn Gold Cup



LATITUDE 38

latitude

Just to be nice guys we'll make this month's quiz a True/False affair. The question is, is the boat in the photo above a Cal 32? You've got 10 seconds to answer, 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1, O.K., let's have it.

If you guessed 'true', you're absolutely correct and have probably been sailing a

world turns

winner, "is not to have my picture in *Yacht Racing/Cruising* with an article titled 'Bertrand Speaks'."

Well times change, and so do attitudes. The October 1981 issue of *Yacht Racing/Cruising* features an in-depth interview of none other than John Bertrand, complete with picture, and titled — you guessed it — 'Bertrand Speaks'.

mid-winters — cont'd

SAUSALITO CRUISING CLUB

The Sausalito Cruising Club's midwinters feature a five race, one throwout schedule, with races November 21, December 5, January 16, February 20 and March 20. There are five divisions, three with spinnaker and 2 without. One-design boats get their own start if five or more show up. The \$10.00 entry fee is due by October 20. Late entries cost \$20.00 and will be taken right up to race time. Interested participants can call the club hotline at (415) 332-9349 or Jack Air at (415) 927-0220 for information and registration. Computerized results will be available after the races and the club will be open for drinks and dinner, with guest berthing available.



38 quiz

while. It doesn't look like the 'Cal' production boats because they are fiberglass and this is wood. It also looks longer than 32-ft.; and that's because it is. Back in the days that this boat was built, the length they referred to was the waterline length.

lord jim seasick remedies

Holger Kruezhage, skipper and owner of the 73-ft. schooner *Lord Jim*, has sailed most of his adult life, logging close to 200,000 nautical miles. He is blessed by never having been seasick, but has had to deal with it on the part of his shipmates or crew on more than one occasion. During *Lord Jim*'s recent circumnavigation, Holger and Pam Peco, his ladyfriend, found a pill called Bonadoxina to be the best medical way of dealing with mal de mer. The stuff is sold over-the-counter in Mexico, but isn't as readily available here.

cont'd on next sightings page

SIGHTINGS

seasick remedies — cont'd

in the U.S. The reason they prefer it over such American standbys as Dramamine or Bonine SP is that it doesn't make you drowsy and you can keep functioning. Pam claims she gets some mild hallucinations ("I see a red sea sometimes") from it, but in general found it to be pretty effective.

Holger has some "time-proven" remedies, passed down to him from old salts back in his ocean racing days in the rough North and Baltic Seas of Europe. He recalled one particularly nasty storm where the majority of the crew was bunk ridden. Their rations were chocolate, which plugged them up and gave them some energy from the sugar, chicken soup for warmth, and brandy, to kill "the bug". Another oldy but goody is a diet of black tea, to calm the stomach, and saltines, which keep the walls of the stomach from rubbing against each other. Pam kept a supply of baby food stashed away, which she found the easiest to digest when solid food lacked appeal.

Which reminds us of singlehander Tristan Jones famous (infamous?) discovery that the best food for rough seas was canned peaches. They taste as good going down, Tristan says, as they do coming back up!

bigfoot beware!

'First Mate' Diane Akusis of Mill Valley sent us the following letter and photograph.

Enclosed is a picture, taken live, of the Apeus Foredokus on the good ship *C'est la Vie . . . 43' Endeavor*. It took one brave photographer who has been



studying this sailing phenomenon for over a year now, Lori Stasukelis, to venture this close to the massive ape. However, his favorite six-pack calmed him and the photographer just enough so that this grand picture portrait could be taken.

This particular apeus foredekus goes under the species name of Stephen.

cont'd on next sightings page

byc women's

The Berkeley Yacht Club invites all women sailors to participate in the sixth annual Women's Cup Regatta. The races will be held on Saturday, October 24 on the Olympic Circle. Entries shall consist of boats skippered by women and crewed only by women.

All keel boats which could qualify for racing on the bay, according to the various YRA of San Francisco Bay classes and divisions rules, or the SYRA or MORA of northern California rules, are eligible to enter. Handicapping will be done according to the PHRF ratings. Racing instructions will be

howard

One of the pillars of the bay's sailing community has recently been shaken a bit. Howard Robinson, who, along with his wife Edna, form the glue that holds the Small Yacht Racing Association (SYRA), the Small Boat Racing Association (SBRA), and the El Toro Class Association together, recently suffered a stroke and was hospitalized. At press time he was due to start rehabilitation therapy within a week and was reportedly feeling better.

Officially, Howard is the recorder for SYRA, which means he's out there most weekends on the committee boat taking down everyone's finish. Edna is the association secretary, and both have performed

dredge over

After a five-year scuffle, boaters at Palo Alto have worked out a plan to dredge their harbor. A small group of sailors, headed by Palo Alto YC's John Walker, formed the Palo Alto Harbor Association (PAHA) and persuaded both the city government, which owns the surrounding land, and the county of Santa Clara, which leases the same land for a park, that the most cost-effective way to keep the harbor operating was to lease the harbor to PAHA and let them do the dredging.

Anyone who's sailed into Palo Alto knows mud is a major problem to the point of curtailing any activity at low tide. Walker explained that an effort last year to pass an ordinance which would have kept the harbor open failed when other local groups complained the \$1,000,000 yearly price tag was too much since it benefited just boaters. One of those groups, Walker pointed out, is the

cup invitational

mailed upon receipt of the completed application and the \$7.50 entry fee. The deadline for entering is October 15.

There will be divisions based on PHRF ratings. Trophies will be awarded to the first three places in each division. The Women's Cup will be awarded to the boat with the best overall corrected time. The trophies will be presented at the Berkeley Yacht Club during the evening following the race and dinner.

For more information or entry forms, please call Julie Huddleston, 234-8229, or Chris Kafitz, 524-9655.

robinson

yeoman's service for that organization, as well as the SBRA and El Toro class, for many years.

Howard is a talented sailor in his own right, and won the annual Bullship El Toro race against 100 other sailors in 1979. We extend our best wishes for a speedy recovery to Howard and encourage our readers to do likewise. Cards can be sent to: Howard Robinson, P.O. Box 487, San Leandro, CA 94577. One positive note: Bruce Hayes, president of SYRA, says he's received assurances from Howard that it will be "business as usual" next year. Go get 'em, Howard!

muddy waters

bird watchers. He says there's no love lost between bird watchers and boaters, which mystifies him. The birds use his boat all the time to take a crap on!

In any case, all the parties involved seem happy with the new agreement. The city, which needs dirt to cover the dump every day, will dig a hole at the Yacht Harbor and pay \$2 a yard for it instead of the usual \$9 a yard. PAHA will raise money from berth rentals and dredge once a year for the next five years, putting the mud into the hole at Yacht Harbor point. The county will maintain the park, which features both boats in the harbor and a duck pond across the street from the Palo Alto Yacht Club.

Walker adds that there are five or six berths available at \$2.00 a foot and interested boaters should contact the harbormaster Muhammad at (415) 856-1343.

beware — cont'd

E. Ware of Tiburon. He has been sighted also on the foredeck of the vessel Arcadi, an Islander 29 out of the Berkeley Marina — yes, the one and only one with a 'barber-pole' mast.

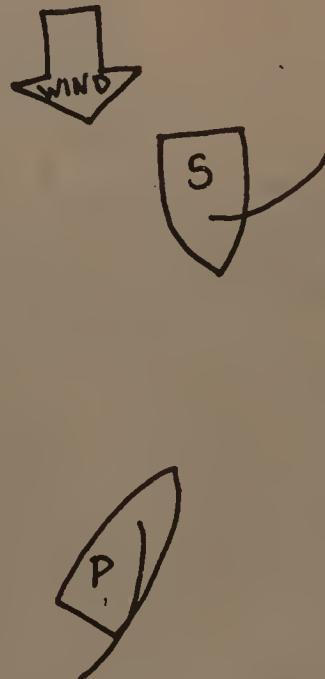
Just thought you would like this photo of wildlife to share with your readers and for your natural history files.

Thanks for the shot, Diane. If any of the rest of you have deck ape photos you'd like to share with the sailing world, just send them in.

quiz biz

D.R. sent us the following response to Max Ebb's quiz on the sailing rules last month. We thought you might enjoy it.

Re: Question 13 of Quiz.



Answer: International Waters, S has right-of-way.

Inland Waters, P has right-of-way.

Porquoi?

International Rules:

"Rule 12. (a) When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(i) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other; . . ."

Inland Rules: *

"Art. 17. When sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows, namely:

(a) a vessel which is running free shall keep out of the way of a vessel which is close-hauled." Regardless of tack.

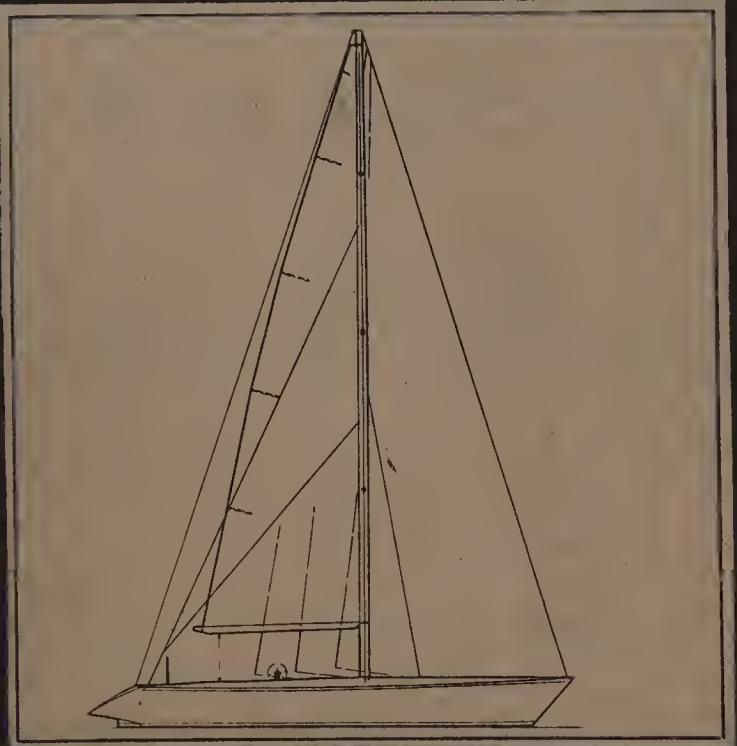
Therefore two sets of rules are operative, depending on location. For San Francisco Harbor the International-Inland boundary line is: "A straight line

cont'd on next sightings page



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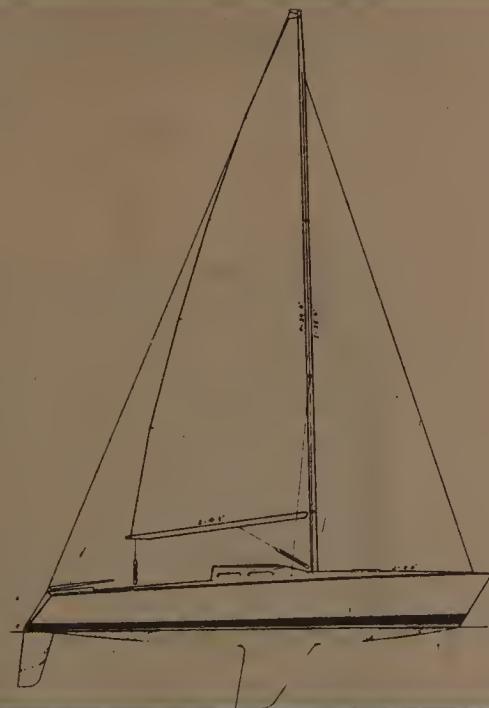
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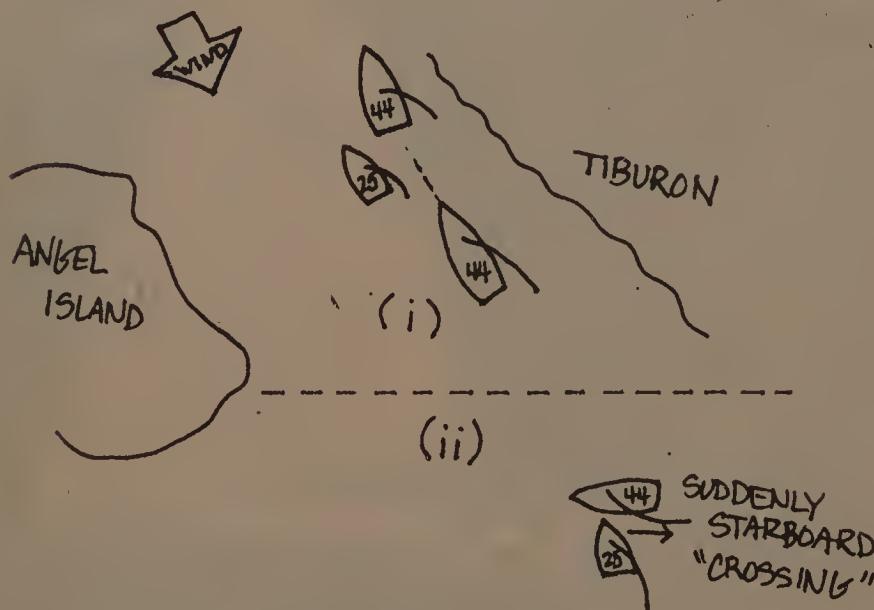
quiz biz - cont'd

drawn from Point Bonita Light through Mile Rock Light to the shore."

Place another vote for licensing pleasure boat owners in the ballot box.

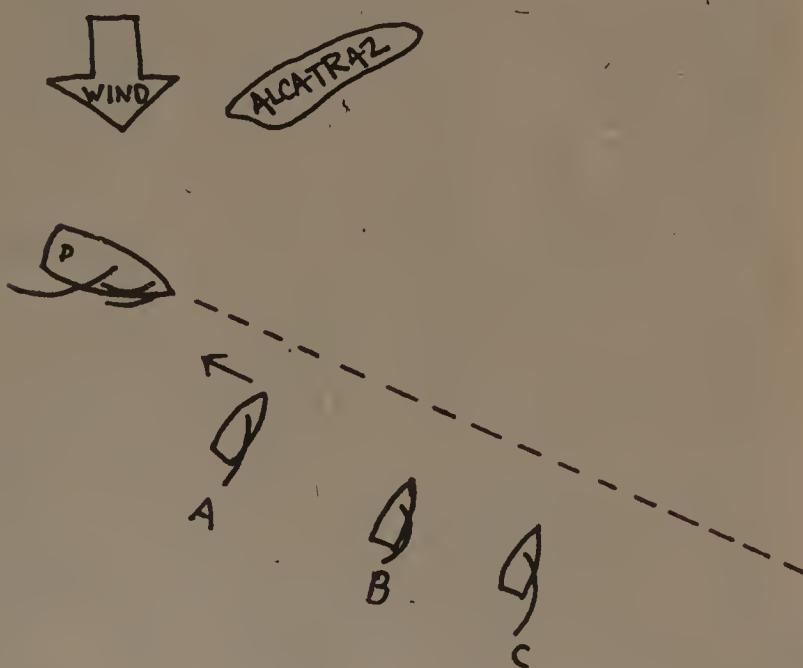
Here are two recent observations of neglect for the rules:

1.) Close-hauled port tack vessels A, B, and C approached by P, beam reach:



P maintained course and sped along the dotted line. This forces A, B, and C to sheer to port on a starboard tack to avert individual collisions with P.

2.) 44 overtakes 25 to leeward, both port tack. 44 then crosses 25's bow in zero boat lengths.



Art. 24 Inland Rules states:

"Notwithstanding anything contained in these rules every vessel, overtaking any other, shall keep out of the way of the overtaken vessel."

cont'd on next sightings page

congenial

We spotted this in the *Pacific Sun*:

"Marin County couple on sailing circumnavigation now in Mediterranean would have berths for 1-2 congenial persons as

masher

Actor Donald Sutherland, known for many movies, among them *M*A*S*H*, got into some problems recently when he ran his 21 ton sailing trawler *Black Duck* aground in the Delta. Sutherland and his crew of eleven, including some of his children, were heading up the Sacramento River when they got stuck in the mud off Simmons Point on the west side of Chippis Island near Antioch. In the process of pulling the boat off, Sutherland broke his elbow and had to spend three days in nearby Los Medanos Hospital.

The first person to notice *Black Duck*'s predicament was Bill Fairbanks, 48, of Antioch, who was passing by in his cruiser *Jiggs-Up*. Fairbanks made radio contact and then called the Coast Guard, who dispatched a vessel from Mare Island. With the Coast Guard pulling the bow of the *Black Duck* and Fairbanks pulling from the side, part of

sixes

Lack of wind was the dilemma faced by the organizers of the Six Meter class for their World Cup on Lake of Constance in Switzerland at the end of August. The 43 entries, including *St. Francis VII* with skipper John Bertrand and crew Craig Healy, Paul Cayard, Ken Keefe and Steve Jeppesen, sailed three races in the week long series. Only two of them counted, as one was chicked for not being long enough. A passing storm front effectively shut down the lake's wind supply (which was rumored to be meager to start with). As one of *SFVII* gang put it: "We got real good at miniature golf."

SFVII stood in pretty good shape with a second and tenth in the two official races. They won the tune up series with a first and second, so their boat speed was more than adequate. Their primary competition came from Pelle Pettersen, Sweden's leading Star

quiz biz - cont'd

Further:

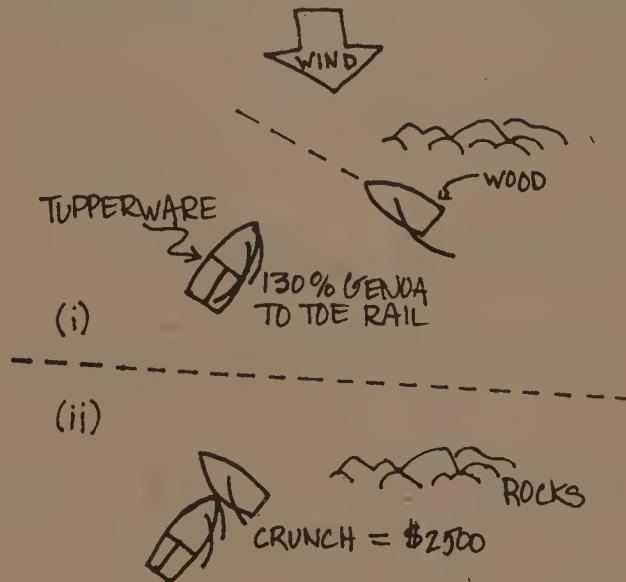
"... and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these rules, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear."

Starboard does not rule. The simple act of suddenly switching over to a starboard tack does not give the starboard vessel the right-of-way.

Does anyone market a 3-inch cannon which can place *Rules of the Road* in offensive cockpits?

D.R.

P.S. — This actually happened.



TUPPERWARE LEFT WOODY IN DISTRESS,
CONTINUING ON TRIP. REMEMBER "A
COLLISION AT SEA CAN RUIN YOUR WHOLE
DAY"

D.R. — Max Ebb recognizes that there are definite differences and conflicts between international right-of-way rules and racing right-of-way rules. Just as an example, he points out that an oil tanker can't call for room on an aircraft carrier when rounding Blossom.

What Max thought was the real interesting question was the validity of the racing rules. Can a group of sailors legally get together and change the right-of-way rules? Max seems to remember some interesting court cases over the matter and will try and find out more on the subject.

How many of you were brave enough to take the quiz in Volume 51? If you think you did badly, wait 'til you hear how our staff fared.

Publisher: 35 of 50; failed.

Co-Publisher: 25 of 50; failed.

Assistant Editor: 37 of 50; failed.

Advertising Manager: 36 of 50; failed.

General Manager: 27 of 50; failed.

Production Manager: 25 of 50; failed.

Bookkeeper: 34 of 50; failed.

Bow Wow wonder dog: 48 of 50; passed.

Naturally, we were pretty depressed and en masse trooped on over to the ledge of the Golden Gate Bridge, took one last look, and just before jumping remembered that Max Ebb said it was an open book test.

guests for 2-3 wks during summer of '82. For further info write to: Malloufs, Yacht Aquarius, c/o: Posterestante, Merkez, Postanesi, Kusadasi, Turkey."

mashed

the rigging gave way and a piece smashed into Sutherland's arm, breaking his elbow in five places. Sutherland was taken ashore and as he was being loaded into the ambulance he introduced himself to Fairbanks, who had cut his hand freeing a line from his prop. Fairbanks, it turned out, didn't know who Sutherland was, a fact which impressed the publicity-shy actor. Sutherland invited his new friend to visit him in the hospital while he denied any interviews to the local press.

Black Duck was taken to a hiding place, but Fairbanks, extremely knowledgeable of the Delta, found the boat and took the kids a gallon of ice cream as a gift. This impressed Sutherland all the more and when he resumed his trip up the Delta he left Fairbanks an open invitation to visit him in Southern California. Ignorance is bliss, they say.

silenced

and 12 Meter helmsman, who also had six of his designs in the fleet.

As in many light air races, hitting the corners hard and taking flyers often paid off, which Craig Healy found frustrating. Other races turned into one-way affairs, and Craig joked there were "deep groves in the water from all the boats playing follow the leader."

Other American sixes attending were Texas' Ranger, Southern California's Perspicacious and Seattle's Warhorse. After the abandonment of the World Cup, SFVII and Ranger were packed up and shipped off to Australia, where they will compete head-to-head for the right to defend the America-Australia Challenge Cup. The SFVII crew won't see their boat again until January, but hope to sail together on the bay in a similar size boat to keep their teamwork sharp.

can't jam with no wind

The annual Windjammer's Race to Santa Cruz is one of the oldest on the west coast, and pre-dates the current yacht harbor by years. It started out as a gentleman's race, with an allowance for motoring, but has progressively resembled a more traditional race.

The last two Windjammers have featured light winds and fog, with most of the fleet spending the first night of the Labor Day weekend wallowing in it. Nobody really wants to spend the night at sea if they can make port, so the race organizers moved the starting time back from 1:00 in the afternoon 'til 10:00 in the morning. It didn't help.

For the third year in a row light winds and fog made the Windjammers a disappointment. Almost everyone had delusions of finishing by mid-evening, in time for fun at the Santa Cruz YC — but only those on *Merlin* and the Santa Cruz 50's achieved that. And even so, their average speed for the slightly more than 60-mile course was a paltry 6 knots or so.

The SC 50's did have the most excitement of the race as four of them duelled it out for first IOR boat to finish. Randy Parker's *Chasch Mer* was the first 50 to finish, edging *Oaxaca* by one second, with *Silver Streak* two minutes back, and *Octavia* trailing.

We'll be sure to make the race next year . . . it just can't be bad four years in a row! Corrected time results:

I.O.R.

1. *Oaxaca*, SC 50, Larry Burgin, Santa Cruz; 2. *Chasch Mer*, SC 50, Randy Parker, Santa Cruz; 3. *Silver Streak*, SC 50, Bob Broackhoff, Santa Cruz.

M.O.R.A.

1. *Harry*, Newport 30, Dick Aranoff, El Cerrito; 2. *Rocinante*, Yankee 30, Alex Malaccorto, San Jose; 3. *Predator*, Paul Altman, Hawkfarm, Sunnyside.

P.H.R.F. — 150 and over

1. *Fetish*, Cal 2-27, Dale Parshall, Los Altos; 2. *Sandan*, Ericson 30+, Dan Green, Walnut Creek; 3. *Headway*, Yankee 30, Jaime Harris, Sausalito.

P.H.R.F. 150 and under

1. *Merlin*, Lee Custom, Harvey Kilpatrick, Santa Cruz; 2. *Maswell B*, Santa Cruz 27, Sam Mercer, Woodside; 3. *Mildred T.*, Tiffany Jane, Bob Tellefson, Orinda.

O.Y.R.A. — P.H.R.F.

1. *Temptress*, Swede 55, Jim Walton, Danville; 2. *El Gavilan*, Hawkfarm, Jocelyn Nash, Richmond; 3. *Coefficient*, C&C 35, Laurie Timpson, Los Altos.

Class B (With Motor Allowance)

1. *Belfast Lady*, Pearson 30, John Benson, Alameda; 2. *Sunshine*, Islander 36, Oakland Fire Department, Oakland.

moore 24 nationals

"We thought it was a drop-in class," said Dave Ullman from southern California on his attempt to grab the Moore 24 Nationals on the bay from September 9 to 12. In classes without much talent, a hot shot skipper like Ullman (a world and national champion in several types of boat classes) can often drop-in and go home with first place. What Ullman didn't count on was Jeff Madrigali, who had been sailing Warren Wilbur's *Moore Burgers* all season getting ready for the Nationals. Also tough was John Harrington's *Jalapeno* with Jim Maloney at the tiller.

cont'd from previous sightings page

If you've ever wondered how a young guy like 17-year old John Kostecki of the Richmond YC can afford to go back to Noroton, Connecticut, and win the prestigious Sear's Cup, we've got a partial answer. It's with the financial assistance of the San Francisco Bay Sailing Association, a non-profit organization set up for the very purpose of helping young sailors like John attend such important regattas. Among others, the SFBSA also helped Steve Klotz, a Stanford student, travel to the F.J. Worlds, which he won for the second straight time.

Supported by tax-deductible contributions, the SFBSA also raises funds during its annual auction. This year's auction will be held Saturday, October 17th in the St. Francis Starting Room and Courtyard. There'll be a flea market for smaller stuff at 11:00, and

triton

The 28-ft. Tritons held their national championships September 4, 5, and 6 on the Berkeley Circle, drawing four entrants from S.F. bay, four from the big Chesapeake Bay fleet, one from Puget Sound and one from New England. The contestants sailed a round-robin, five race series. Before the first race they drew for a boat and after that

babby

The leading bay area women's sailing team of skipper Ann Toschi and crew Peggy Patrick, Shary Irwin, and Liz Baylis, returned from the Adam's Cup regatta disappointed in their fifth place finish, but much wiser for the experience. The series, held off Port Townsend, Washington, from August 29 to September 3, featured everything from drifting conditions to 40 knot squalls, fully testing the eight 4-women crews to determine the national women's sailing title.

Both Toschi and Patrick reported having difficulty in the light airs of the first several races. The wind kept shifting after the start, usually clockwise, and Ann recalls seeing smoke from a nearby woodpulp plant "corkscrewing around" in all different directions. Ann would like to see some of the qualifying races held on the bay in the morning so they can get used to what the rest of the world sails in most of the time.

auction

viewing of auction items at noon. The auction itself begins at 1:00 p.m.

The SFBSA is looking for donations and buyers at the auction. If you have something to donate — it's tax-deductible remember — call either (415) 388-9291 or (408) 248-1502. In the past everything from 30 feet of line to 505's have been donated. Larger items can be arranged to be picked up by the organization.

We recommend you support the SFBSA because their work benefits far more than the sailors who receive the grants. Guys like John and Steve bring back valuable experience, techniques, and enthusiasm that only such top-flight regattas can generate. It all gets disseminated to their fellow local sailors and fuels the dreams of those around them.

nationals

everyone moved up a notch after each race, with the winner getting the last place boat from the previous race. Local sailors dominated in the heavy air sailing, with the top three finishers being: 1.) Frank Hinman, San Francisco; 2.) Gerry Brown, Sunnyvale; and 3.) Eric Warner, Berkeley. Next year's series will be held on the Chesapeake.

makes five

"We did get better," said Peggy Patrick, "but it was a no throwout series, and you have to have your act together from the very beginning."

Ann Toschi was glad to have participated in the Adam's Cup, winning two rounds of area eliminations to earn the right to go. "You can't help but learn," she said. Her crew started practicing in February, which she now realizes was too early. Everyone was more than glad to be through with it by the end. If she decides to try again next year, she'll do it differently.

The winner, Ann Sloger from South Carolina, triumphed after trying to win the trophy four times. This time she was pregnant, which may or may not explain anything. But Carol Buchan, one of the crew on the second place Seattle team, was also pregnant. Gee, Ann, maybe that's something you could try next time.

moores — cont'd

While Ullman was smart enough to be near the top, he didn't have the boat speed which comes from time spent sailing the boat. He did manage to win the first and last races, but in between Madrigali and Maloney dominated. Madrigali and his crew of owner Wilbur, Eric Tjensvold and Bill Melbostad, thought they had the series wrapped up after the next to last race, having put enough boat between themselves and Maloney to be able to sit out the finale. However, a protest eliminated one of those in-between boats, so the last day featured a match race between the two. Madrigali covered Maloney all the way around and his second gave him the championship.

All top five finishers sailed with hired guns.

1. Warren Wilbur/Jeff Madrigali, Corte Madera, 3,1,2,1,5,2 for 8.5 pts.
2. John Harrington/Jim Maloney, Redding, 4,2,1,3,4,6 for 13.75 pts.
3. Beau Vrolyk/Dave Ullman, San Jose, 1,5,DNS,5,6,1 for 17.50 pts.
4. Bruce Hayes/Jim Warfield, San Francisco, 10,8,6,2,1,4 for 20.75 pts.
5. Robert Larson & John Moore/Dee Smith, Santa Cruz, 2,7,3,8,DNS,3 for 23.00 pts.

cruisin' for a bruisin'

The Bill Lee-designed Santa Cruz 27's held their national championships off the City Front on August 28 to 30, an affair marked by both fast sailing and heated racing. Greg Dorland from Lake Tahoe came away the overall winner of the five race, no-throwout series, which included four buoy races on the bay and a trip out to the Lightbucket and back. Thirty-one boats participated.

Evidently some of the skippers and crews had a hard time controlling their craft in the gusty winds. In the first race, port tacker *Anticipation* from L.A. hit both Rolf Soltau's *86ED* from Campbell and Steve Brooks' *Jamie's Pony* from Santa Cruz. Dave Hodges, the skipper of *86ED* said you could hear crunching going on all over the place at the start.

The second race saw several boats over early, including the first race winner *Tipsea*, owned by Bill Foster of Redondo Beach. Foster protested the race committee and found a witness to verify they weren't over the line before the gun (the witness was also from southern California). That created a bit of ill feeling between *Tipsea* and some of the other competitors.

Everybody had fun going out to the Lightbucket, accompanied by the 67-ft. *Merlin*. Coming home, *Jamie's Pony* was clocked at 18 knots, and they finished third behind *Ankle Biter*, owned by Alameda's Peter Ratcliff and Dorland's *Sacre Bleu*.

Tipsea, very much in the running with a 1,2,7 score, met her Waterloo on the final day, getting DSQ'd from both races. They dogged *Jamie's Pony* trying to tag them out on a port-starboard, but ended up screwing up a mark rounding and getting tossed out themselves. Meanwhile Dorland won the last race and eased into the winner's spot. There must be a moral to that story someplace.

Results were: 1. *Sacre Bleu*, Greg Dorland, StFYC, Lake Tahoe, 3,5,1,6,1 — 16 $\frac{3}{4}$ points; 2. *Jamie's Pony*, Steve Brooks, Santa Cruz, Bruce Vessey, 9,1,3,1,6 — 19 $\frac{1}{2}$ points; 3. *Ankle Biter*, Peter Ratcliff, Alameda, 7,4,1,2,7 — 20 $\frac{3}{4}$ points; 4. *86ED*, Rolf Soltau, Campbell, Dave Hodges, Horizon, 4,3,9,5,4 — 25 points; 5. *Dynaflow*, Mark & Matt O'Hara, Santa Cruz, 11,10,4,4,3 — 32 points; 6. *Yellow Belly*, Don Radcliffe/Ed Mabie, Santa Cruz, 39 points; 7. *Maswell B*, Sam Mercer, Santa Cruz, 43 points; 8. *Tung Ch'ao*, Debbie & Ron Gross, Santa Cruz, 44 points; 9. *Sorcerer's Apprentice*, Jay Schumann, Santa Cruz, 55 points; 10. *Fugawi*, John Bosche, Oakland, 61 points.



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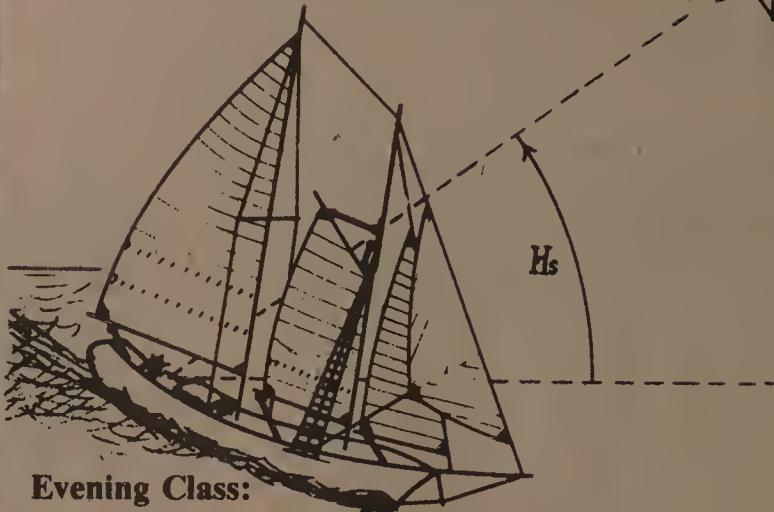
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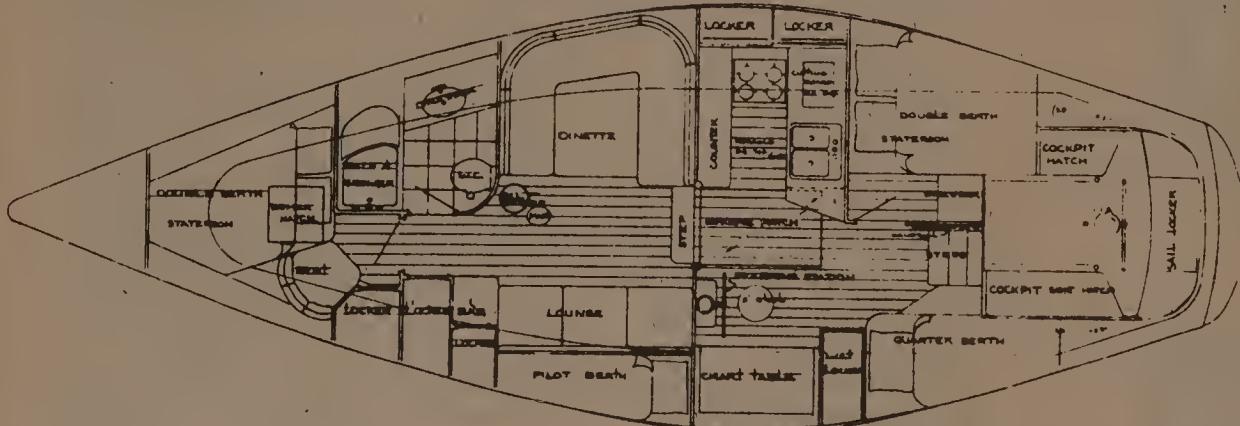
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(Activities resumed. We found San Francisco right where it is supposed to be.)

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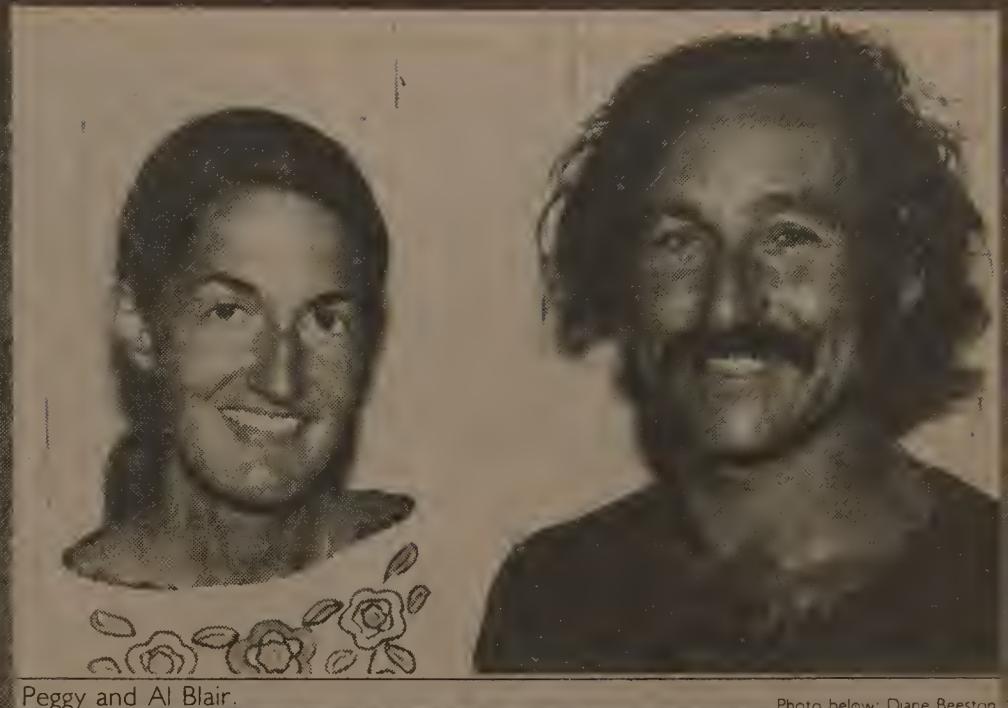
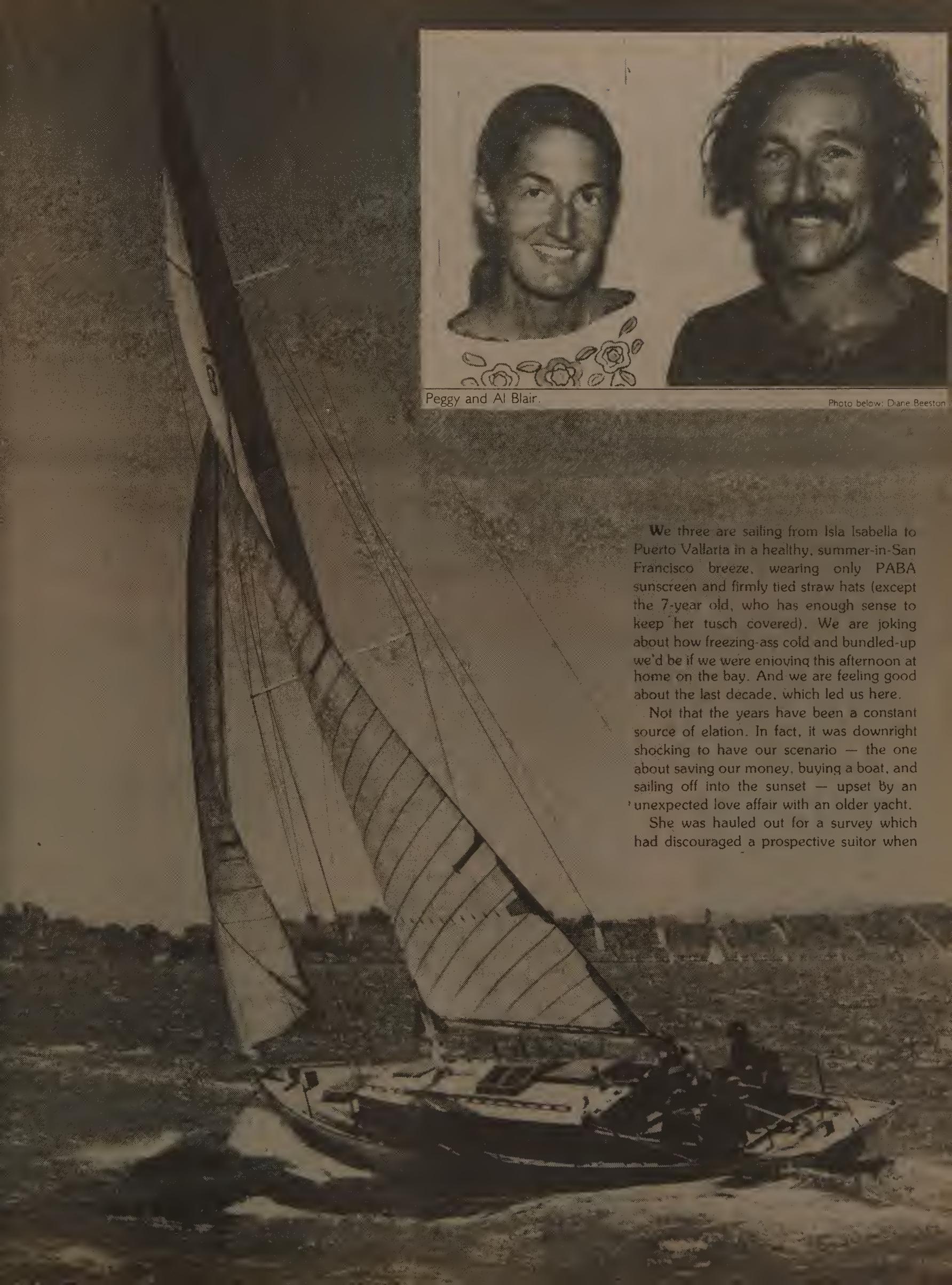
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Peggy and Al Blair.

Photo below: Diane Beeston

We three are sailing from Isla Isabella to Puerto Vallarta in a healthy, summer-in-San Francisco breeze, wearing only PABA sunscreen and firmly tied straw hats (except the 7-year old, who has enough sense to keep her tusch covered). We are joking about how freezing-ass cold and bundled-up we'd be if we were enjoying this afternoon at home on the bay. And we are feeling good about the last decade, which led us here.

Not that the years have been a constant source of elation. In fact, it was downright shocking to have our scenario — the one about saving our money, buying a boat, and sailing off into the sunset — upset by an unexpected love affair with an older yacht.

She was hauled out for a survey which had discouraged a prospective suitor when



Al Blair surveys the scene.

Al Blair, my husband, first saw her in 1971. He was so smitten he had to ask Hank Easom, friend and fellow boatyard operator, if it was crazy to want her. Learning how little Al was prepared to offer, Hank encouraged him. But at the time, even that modest sum was a few thousand dollars more than we had or could hope to borrow. The owner, Dr. Charles O'Brien, had loved his yacht, *Volante* for 25 years and he understood Al's emotions. So arrangements were made, and

into our lives she flew.

Having a boatyard, Sausalito's Channel Marine, was an advantage in starting the restoration project. We soon had our 42'6" sloop hauled out on the marine ways, the bottom sandblasted prior to refastening, and every 2" silicon bronze screw in Northern California scrounged up for the job. In retrospect, we should have had a foundry make up a minimum order of 50,000 screws and kept them. Fastenings have appreciated

faster than Marin real estate.

Volante's bare bottom revealed an example of the fine work the Nunes yard did when they built her in 1936. All the fir planks were the length of the boat, with no joints or scarf. They probably don't even grow wood like that any more. Nor like the teak cabin sides installed by Stone's yard in 1946, each 2" thick and cut from a single piece.

The love affair became a *menage-a-trois* when I got involved and conned a friend to help me make 4,000 plugs to cover the screws in the bottom. We developed Popeye arms running the drill press.

Exhausted, financially and physically, we relaxed the next few years and enjoyed

Volante in mid-restoration.



Volante. She'd come with most everything, including a cockpit table. And if she didn't sport a shower, we weren't too worried about it while day sailing on the bay or vacationing in the Delta where we grew accustomed to creating our own channels in the high spots in the sloughs on account of *Volante*'s 7' draught. We admired the windward ability of her George Wayland-design, but knew a lot remained to be done before she'd be seaworthy. And, we still wanted to sail off into the sunset someday.

The years of familiarity with *Volante* didn't breed contempt. But it did generate



PEG BLAIR



PEG BLAIR

ideas to convert the custom-built Q Division racer into a cruising boat. The list began with a double sink close to the centerline, a gimbaled stove for the galley, a double berth to replace the V-berths for the skipper and me, pulpits and an anchor chock.

Four years after we bought her — and two years after we had decided to start a family before cruising rather than after — we started work in earnest. Ignoring them had not healed the rotting deck beams, so Al had to remove the teak to get at them. Delaminating bulkheads were easier to change without a deck, so that went too. Ultimately the entire interior was dismantled and stored so that new water tanks could be installed.

Al is a great admirer of wood. He chose birch Finnish ply for the new bulkheads, carefully sealing the ends and varnishing them to prevent rot. Teak cabinets replaced painted ones in galley, head, and forward cabin. I had to hold my ground firmly to prevent the white overhead from giving way to varnish. But I gladly agreed to change the cabin sole from linoleum — the cat's meow in the '30s — to teak, with stripes of ash. Assembling it was a satisfying bit of work. The original galley counter had been fir, but it could not be reused because of the new sink. Maple butcher block did nicely, instead. One cabinetry project still unfinished is the navigation station, on the site of a former icebox.

VOLANTE

Re-leading the bilge fell to me, and made me feel sicker than I've ever been at sea. Wiring, plumbing renewal, and updating the head were simply unglamorous. We made the new deck of plywood overlayed with fiberglass, rather than put back the teak we had treasured all this time.

But that was kidstuff in comparison to changing the keelbolts, which just about keelhauled our morale. Three months of tapping, hammering, pulling, drilling, yanking, swearing at, pleading with the damned keelbolts to come loose ended in failure. We still wanted the keel tightly attached though, so Al drilled new holes through the 36" cast iron keel to take new 1" and 1½" bolts. Then he put extra bolts and drifts in the floor timbers. While he was rooting around the bilge, he found and sistered some cracked oak frames, and built a new mast step.

By the end of that episode, we had developed a reputation for insanity, and not a few detractors. We were like the guy in *Cannery Row*, who is forever building a boat, with no intention of ever launching her. Admission that we still hankered to cruise Volante drew responses ranging from yawns to catcalls. Relatives, afraid we were still serious, offered to take custody of our daughter.

Dauntless, we refastened the topsides with what had become solid gold screws. Al rapidly re-canvased the cabin top before dropping into a hospital for a little retreat on his foot, hurt in an accident years before. The



Volante in Avalon.

enforced bed rest while his skin graft 'took' gave us a breather. Nothing to do but lie there and figure out how to swap Volante's gasoline engine for a diesel. A mere couple of month's meditation, and Presto! We refinanced the house and got a Perkins 4-108.

By then, things were looking up. All we had to do to install the engine was to demolish the cockpit. But that was okay, because we could replace a rusted-out fuel tank while

we were at it. Still, it was less than wonderful to find signs of dry rot in the transom, too. Al always did like a varnished transom, so he invested in some more teak. With it, he built the transom, re-assembled the cockpit, and planned new caprails to top some new toe rails. Like bronze screws, teak wouldn't have been a bad investment earlier in the game, either.

With non-skid on the decks and new upholstery on the berths, I felt we could move aboard. Maybe we would adjust to a 10½' x 20' living space, or maybe we'd opt for a Princess cruise. Either way, Volante was definitely a permanent member of the family. Over a year later we were still aboard, still at the dock, and I was very antsy to start going south.

We invited all the friends who helped and put up with us during the 10-year ordeal to a farewell beer bust. Those who didn't believe we were really ready to leave were probably right. The bedding compound was fresh under the pulpits, the self-steering vane not yet attached, and we are still carrying a pile of teak on the roof. Two of our cronies, to whom we are very grateful, came down to the boat, cast off the docklines, and firmly ordered us out of Sausalito.

Leading a small group of boats from Magdalena Bay to Cabo San Lucas, we tried out a double headsail rig for the first time. Away we sailed, our friends kidding us on the VHF about our "slippery hull". Living up to her name, Volante is once again flying.

— peg blair

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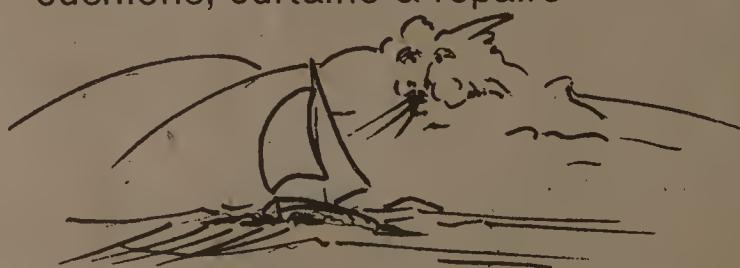


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On the Pacific of North America in a town called San Francisco at foot of Divisadero was standing a herd of tourists. They were lucky enough to escape from so-called 'tourist traps' or 'tourist haunt' — both a kind of local attractions. The camera-loaded refugees were looking behind small but impressive pavillion, engulfed in left-overs of morning fog, with ceramic shingles still glittering from dew.

On one of the pavillion's door, with a silhouette of heavy arthritic man on it, somebody — Gods know why — wrote backward the word 'KCUF'. On the second door, with figure of Scotchman on it, another inspired author appealed 'Take lesbian for lunch'. "Is she hungry?" asked a wandering scoffer wearing a violet marker.

Beyond the pavillion, sparkling and flattering and resounding, were hundreds of impatient sails kidnapping their boats from Marina. To the bay, to the Pacific, to the whole world.

These variety of sailboats, unnoticed by most of residents of this nice town in North America, attracted the colorful herd of tourists. They knew less than nothing about boats, they were green like spinach, and they used funny names. But they were interested, and they really liked those white birds of our bay — maybe they were seeing sailboats for the first time in their life.

Their interest mixed with ignorance, was something what made me immediately their friend. Probably because those distinguished citizens of Iowa or Cansas reminded me of my novitiate, my awkward beginning. Those remote days when I was (probably like many of us) dreaming about sailing around Africa, about watertight hulls, and when I designed super-racer based on 2x4 studs from nearest lumber shop. About days when we were dreaming to put thousand square feet of canvas on heavy 25' rowboat, and to sail on it, with our football team, to Tahiti.

Such novices can be seen in almost any waterfront of the world. For some time I am trying to help them to understand some principles — for example, that there are seaworthy Folkboats and unsafe giants.

Thinking about helping newcomers, about people just starting to discover 'New Won-

derful World' of sails, I have proposed simple relation between length of boat (L_c) and sail area. Of course, because in such formulas simplification is most important, we can't expect the highest accuracy. Racers may have more sails — cruisers less, and there are many additional factors like, for example, ballast/displacement ratio, etc. But, for sure, anybody can in seconds find the sail area of given boat and visa versa.

Please look, for example, at Fig. 1. Without big error we can accept that the sailboat's mast is equal to its length. Thus, the sail area is equal $\frac{1}{2} L_c^2$. Example: 30' boat has: $30 \times 30 = 900$, divided by 2 is 450 square feet of canvas. How true we are — everybody can check looking over sailboat catalogues in 30-footers specifications.

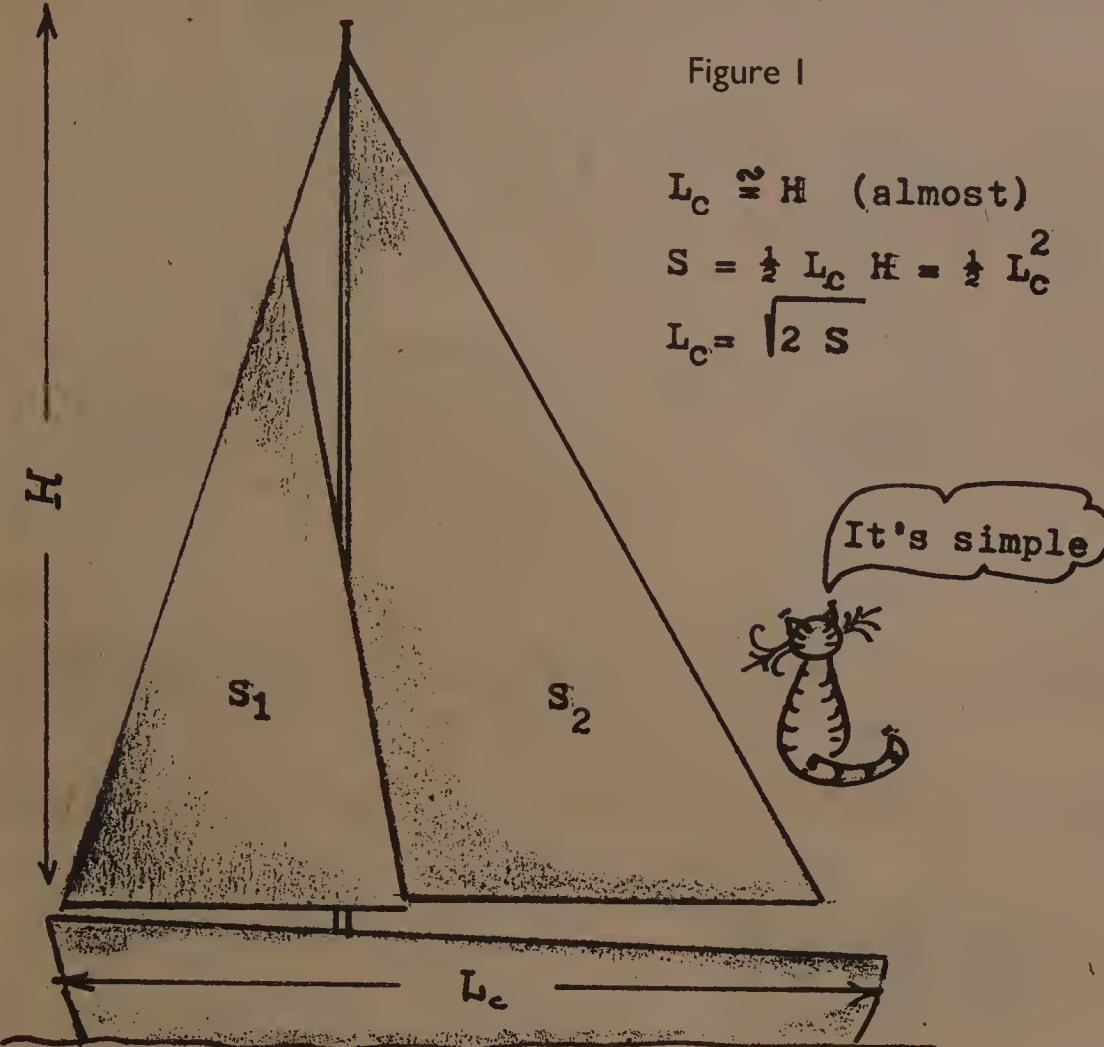
Opposite operation is only a little bit more difficult, but can also be easily figured in memory (yours, not Hewlett-Packard H-500). Yes, of course, it is obvious that masts are bigger than L_c , but because sails do not cover the whole triangle: bow — top-aft, this formula is as good as simple!

"Can you sleep in something like this?" asked "heavyweight matron carrying her high protein load — at least 150 pounds (per foot). "At least you can try," said her mate, watching a brave Folkboat, almost jumping over waves. "Can two persons?" inquired a heavy-braced flapper.

This conversation reminded me of another problem, a very common subject of discussion: How big must be a boat to contain a given party, for example a family. Regardless what the colorful brochures will tell us, for example "sleep 19", soon reality will tell the truth. In search for a simple formula, easy and fast to use, I found that "capacity of boat" — what means maximal amount of crew for long cruising, is equal sail area divided by hundred. Fig. 2.

This formula is not so crazy as it looks. Obviously is (as first formula) not too accurate, but for newcomers (and not only!) can give fast estimation in seconds. Because sail area is always correlated with boat displacement, and displacement same way can be parallel with "capacity" of hull, no doubt there is a subordination between sails and places to stay in boat. Again returning to our 30-foot-

Figure 1



$$L_c \approx H \text{ (almost)}$$

$$S = \frac{1}{2} L_c H = \frac{1}{2} L_c^2$$

$$L_c = \sqrt{2} S$$

a caustic answer, but fortunately I controlled myself. 'Don't laugh, Andy,' I commanded myself, 'it was like only days ago when you, as teenager, calculated your long passages measuring distance in kilometers and speed in kilometers per hour.'

But is good to know — even if we are no more rookies — that it is easy to calculate speed of any boat, once again starting with her length. Maximum speed of any boat (based on hydrodynamical laws) can't exceed approximately 1.5 times the square root of L_{wl} , Fig. 3. In case of our immortal 30-footer it will be 1.5×5.5 which is of course 8.2 knots. And our "Golden Bullet" will never run faster — even if we will put on acres of sails.

It would be unexcusable for "Out of My Mind" (there is some obligation in such title) not to take the possibility to do some "extra calculations."

So let demons of speed inspire my calculator. Voila: According to the mentioned for-

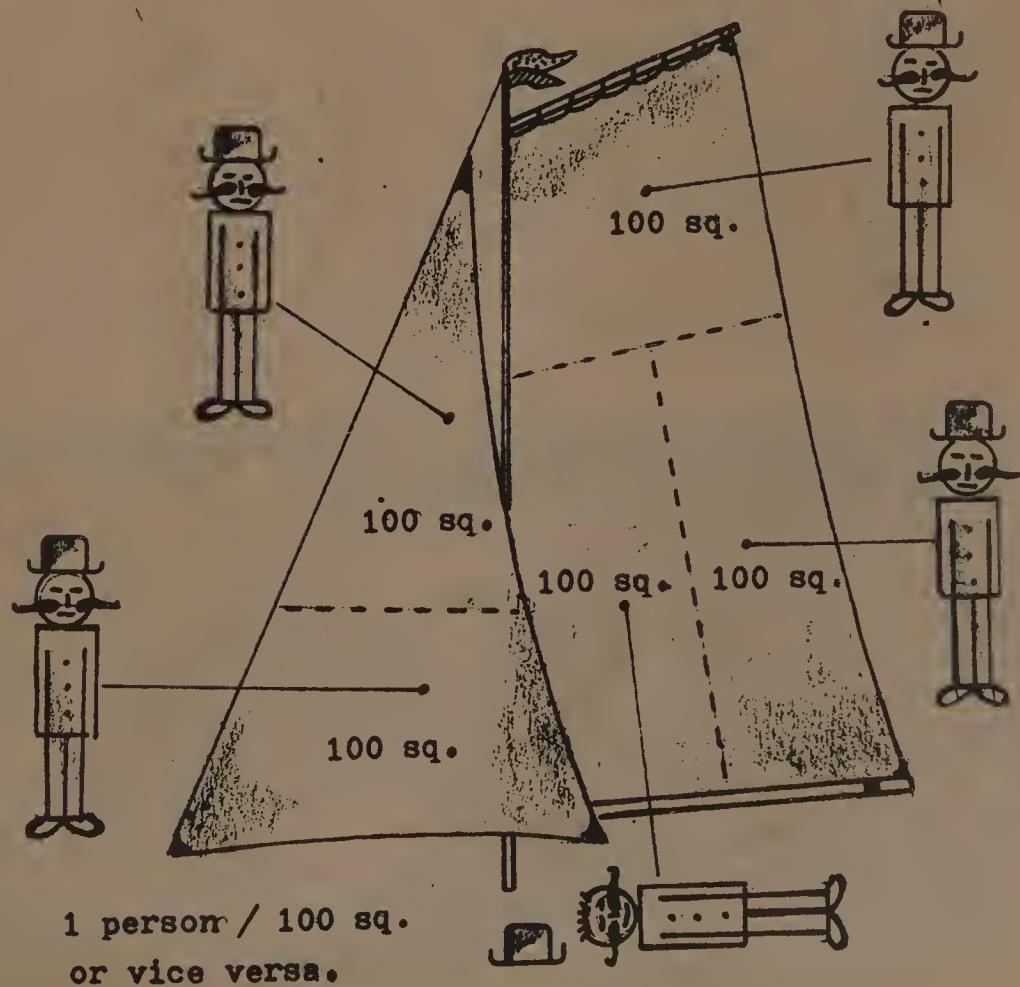
er, with 450 square feet of sails, dividing this 450 by 10 we will find that this boat can carry during cruising 4.5 oops! better say 5 persons.

Of course, again, if boat has big pantry, several freezers, dining room and library, space left for crew will be limited. And race boats have different construction than cruisers, with more sails than pleasure boats.

But regardless of all these, the formulas work and can be tested by hundred of examples. The more the better. Sure somebody can assure you that this new and unique "25' miracle" is designed such way that 12 can sleep easy. Question is not if they can sleep, question is how. If somebody does not agree and his statement is that several 30-footers have 8 berths, please remember that for just sleeping a typical couple needs one small bed; for living several accommodations including kitchen, bathroom, living room plus storage area. Overloaded boats are very rarely happy boats.

"How long it will take to sail on such yacht to Australia?" asked one of our likable guests. He was hooked for sure and it will not surprise me if he will read this issue of *Latitude 38* still dreaming about Australia. The yacht was a cute red dinghy, hardly tackling the fresh breeze. 'From three years to eternity,' I almost opened my mouth with

Figure 2



OUT OF MY MIND

mula (regardless never tested in such dimensions) a boat of 1000 feet length will soar with not too trifling speed of 47 knots. Watch your head and look forward! One mile long monster will gain 100 knots. And no jokes please, 30 miles L_{wl} long "White Paranoya" will roar along at speed of sound. Why not!

The last fragment of tourist trap escapee conversation I had listened to was, of course, about prices. How much can cost this, how much that? Twice as much if it is twice as big? Yes friends. For sure. We all know that, boat twice as big cost more than two times more. Unfortunately and hopelessly . . .

Figure 3

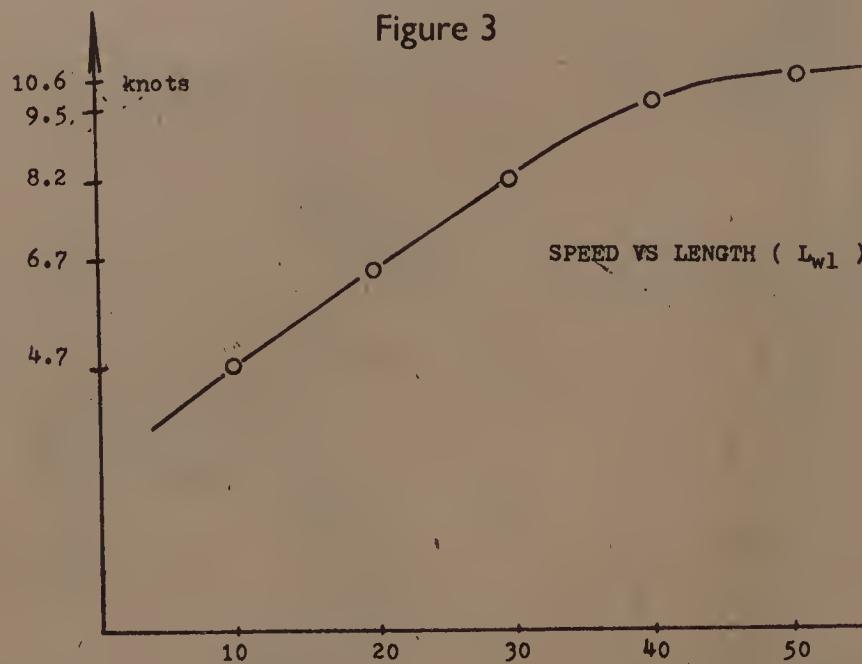
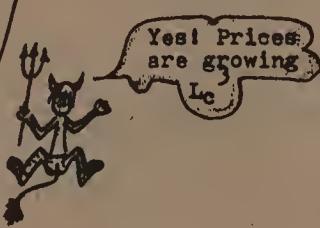
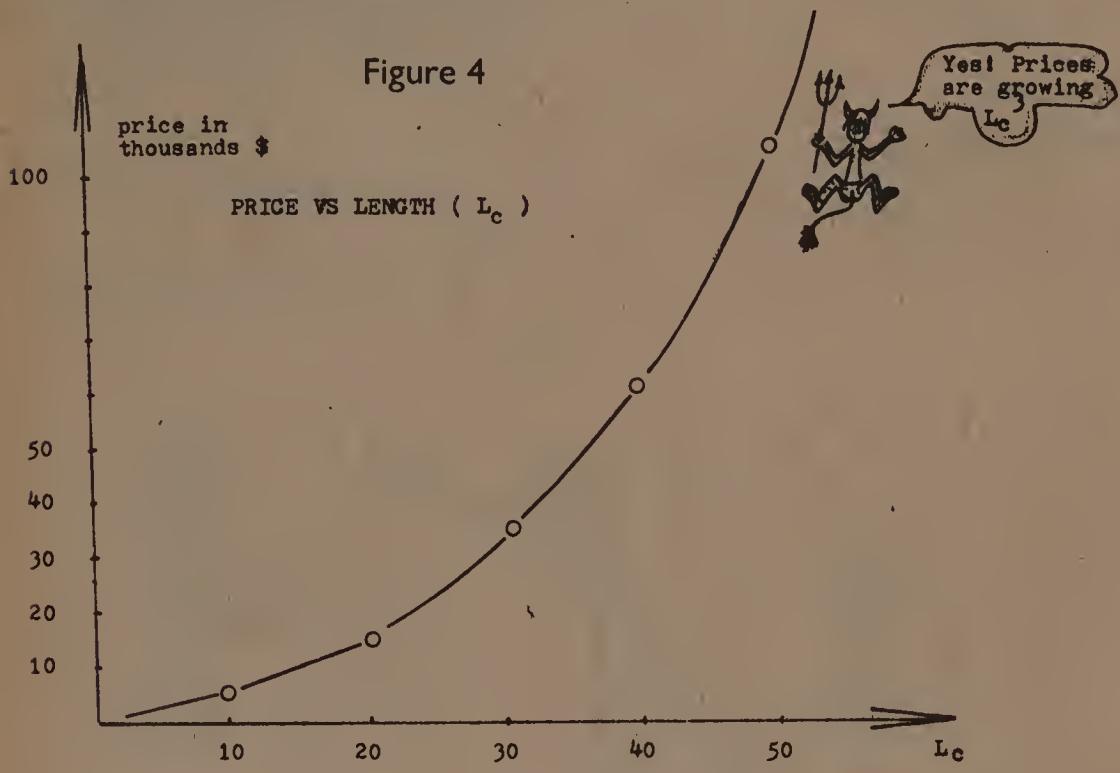


Figure 4



But even we, who dreaming about great voyages from years, are looking up and down all available catalogues, brochures and advertisements (I have nothing against sailing magazines if they increase volume of advertisement as long as they do not reduce volume of articles) even we, old crows, sometimes do not remember how drastically prices are jumping with only several inches bigger L_c. Of course, like in all mentioned examples, we are not going to the tenth number behind point, and I remember that price of boat also depend from standard to equipment, so boat with stereo must cost couple thousand bucks more. But look Fig. 4 and once again memorize that just by rough estimation 40' boat cost twice as much as 30'. And not only boat but almost each piece of equipment.

Small is beauty, somebody said. May be is, may be not, but for sure small is less expensive. Fortunately and hopefully!

— andrew urbanczyk

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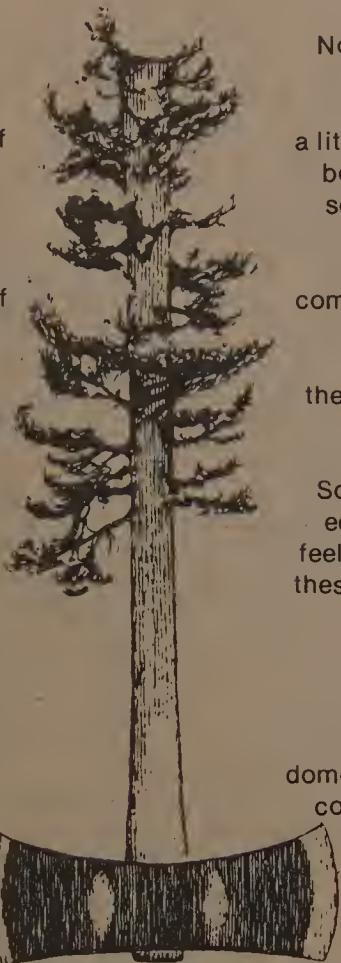
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Our tale now moves to the equally rich and humid countries of Central America and a giant land holder of those long ago times, the United Fruit Company. They were ultimately going to need strong and long lasting docks for their many Caribbean Sea shipping stations. Their decision of well over a half century ago has resulted in the only successful operation of its kind that Handloggers has ever heard of... they grew their own.

The company planted hundreds of thousands of selected seedlings on their own plantations in Honduras. They have been maturing in jungled areas that most closely reflected the same soil and climate conditions of their original birthplace in South East Asia.

That was the long ago plan. But, times change and fortunes turn and now it's Handloggers' good fortune to find and import some of this now ready and available teak. It's real teak. It's beautiful, but with some differences. Some good, some not.



First the nots. It's got some knots and sapwood. Not a whole lot, but enough to put this unique wood into what Handloggers would classify for being excellent for interior projects. Meaning that with a little extra effort it's going to be perfect for jobs like boat interiors, furniture and cabinetry. Or with some selective cutting it will be great for exterior hatches and skylights.

Its major feature (besides the price) is the unique combination of color and grain figure which make this teak more decorative than jungle grown.

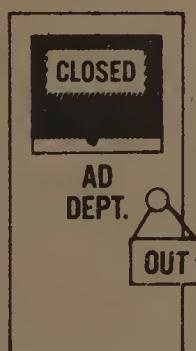
Practiced woodworkers are going to appreciate these next differences. It has less resin so it's lighter in weight, easier to cut, shape, glue, sand and it takes a better finish.

So, there it is. A new shipment of real teak has arrived. It has some knots and sapwood so Handloggers feels it's best suited for interior uses. And because of these unique differences it's being offered at a unique price: three dollars and fifty cents a board foot.

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LORD JIM

"This boat speaks to you," says Holger Kreuzhage, a big bear of a man with a thick German accent, as he stands on the after-deck of *Lord Jim*, the stately, black-hulled, 73-ft. Alden schooner. Moored in Sausalito's Pelican Harbor, *Lord Jim* recently completed a 2-1/2 year circumnavigation. The love affair between owner and boat is more than obvious as Holger sweeps his eyes over her clean, teak decks and towering spruce spars. "What's really fun," he continues with a twinkle in his eye, "is to stand back here in a heavy following sea and watch her ride the waves. She's like a giant surfboard and with a good helmsman she can really fly."

Holger, as he is known to most people, is full of sea stories from his recent adventure: Finding part of a space rocket in the middle of the Pacific, catching sharks inside the Great Barrier Reef, sailing through a volcanic uprising that looked like the birth of a planet off Indonesia, and running before



Right: *Lord Jim* from the masthead in Morro Bay.

severe storms around the Cape of Good Hope. Back home in California, Holger finds it difficult to re-enter the world of dock fees, parking tickets and the work-a-day hustle and bustle. In fact, as soon as he can get it together, he plans to head out to sea again, this time for much longer than the last.

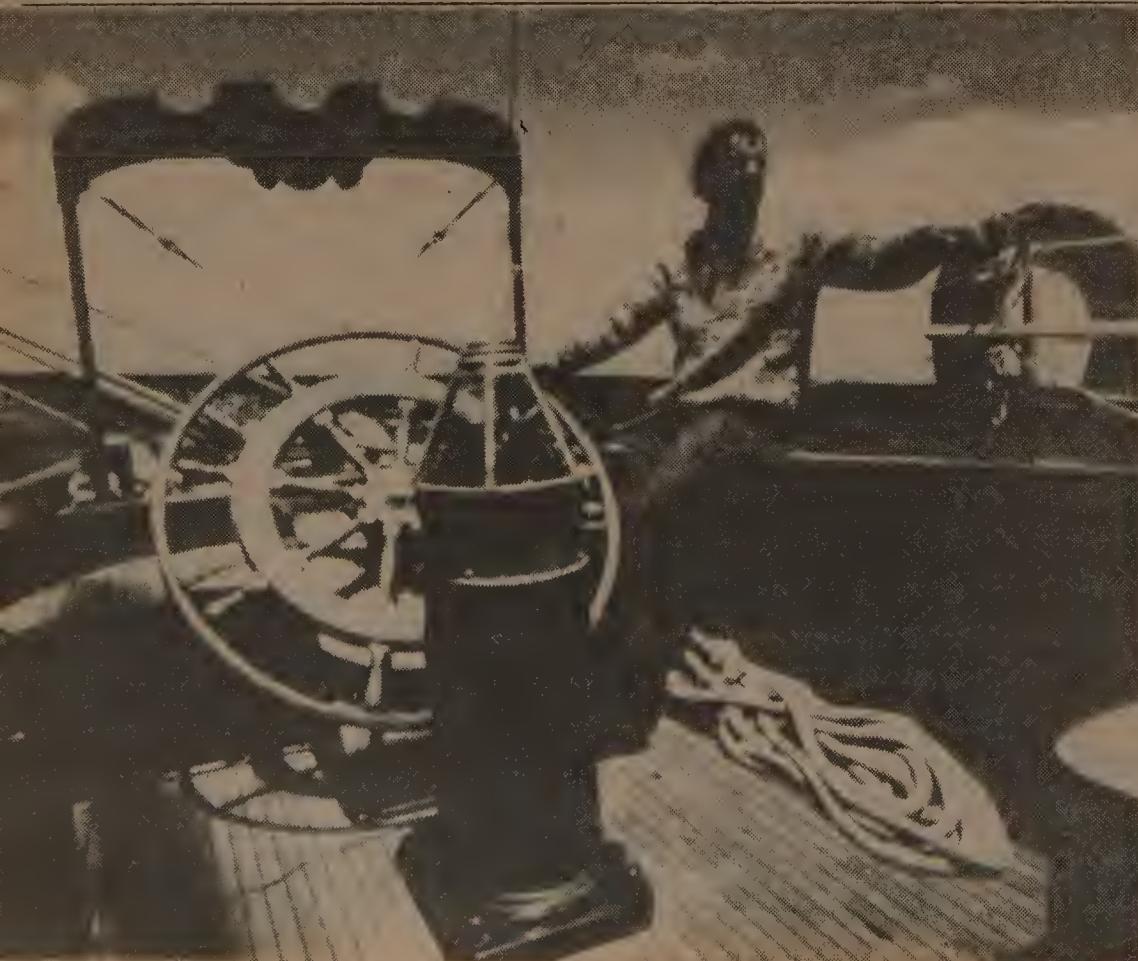
Lord Jim has been a bay area landmark since 1975 when Holger brought her, rotting

and tattered, from Antigua. Like any classic lady, she has a history that extends back in time. Designed by John Alden, she first touched water in 1938 at Boston, Massachusetts. During World War I, she saw action as an anti-submarine boat on the east coast. Most of the first 30 years of her life she served as a pleasure yacht for wealthy owners. In the 1960's she was campaigned on the racing circuit, winning the Marblehead to Halifax race and the Lambert Cup, two of the premier east coast races. High upkeep costs took their toll, and she was sent to the Caribbean to work in the charter business. She was run aground on a reef, splintering her frame and stem. Patched, but not fixed, she lay in neglect until Holger found her.

One of the first things you learn about Holger is that he needs a really big challenge to get his interest up. Before *Lord Jim* there were 360-acres of land up in Trinity County which everyone said couldn't be made productive for cattle. Holger bought a tractor, built six lakes and turned it into a money-making ranch. When he discovered *Lord Jim*, people told him there was no way he could sail her back to San Francisco. With 15 crewmembers he successfully completed the voyage, putting into Pelican Harbor.

For the next four years, Holger and a crew of craftsmen, among them Mario Silveira, Eric Winter, Fred Wiese, Robert Wesley, Paul Farrarese, Tony Baker, and Jim McMullan, sweated and slaved over the boat, restoring her to the glory of a bygone era. The results are truly mind-boggling: The gleaming decks, polished brass, glass skylights, acres of varnish, and an interior of teak, ash and mahogany that would make a

Holger at the helm.



BRIAN DOWLEY



termite smack its lips with joy.

Like the boat, her present owner has a peripatetic, multifaceted past. Born in Germany in the same year as his boat, Holger served as a cadet on *Pamir*, the last German square-rigged cadet training ship for commercial seaman, which incidentally sank in 1958, taking 200 cadets and officers with her. He has sailed all his life, competing in most of the world's blue water races. As a commercial photographer he has jetted around the globe working for clients such as Lincoln-Mercury, Jantzen, Boeing, and TWA. He and his brother own a movie production company based in Europe with offices in the U.S. He also has a commercial pilot's license. A man of intense drive, Holger likes to work and play hard on a grand scale.

A snake bite on his right hand and a resulting strain on the tendons in his arm curtailed Holger's photography three years ago, which provided him with enough of a reason to head out around the world. Going along as crew were, among others, Philip Stone, the first mate from South Africa, and Pam Poco.

Pam is a perky, petite, blue-eyed former model who signed on as a varnisher four years ago and, as she puts it "worked her way up." Pam met Holger shortly after each had divorced and the two have hammered out an intimate relationship strong enough to survive two-and-a-half years of shipboard living. They were the only two who completed the trip. Stone debarked in his homeland, while two others, Michael Riley and Peter Saltmarsh, joined the group enroute. There were others along the way who sailed for short hops, but those five formed the core group.

One of the more bizarre events of the trip transpired soon after it started in April of 1979. Headed west for Hawaii, Pam spotted something strange on the horizon early one morning. From a distance it looked like a drain pipe from a road construction site. As they drew closer they saw "U.S. AIR FORCE" written on the side and they realized it was part of a space rocket, a booster which had fallen back to earth after delivering its payload. Two of the crew took the Zodiac and climbed onto the mammoth



On the ways in Taranga, New Zealand.

structure, speculating how much they could sell it for to someone who wanted cheap housing.

Holger got on the radio and called the Coast Guard, finally getting through to a station in Florida. They questioned him rather carefully, figuring the call was from a crank caller. "Are you sure it's a rocket?" they asked. Yes, replied Holger. "Are you sure it's

one of ours?" It says so right on the side, he told them. They left the matter in the Coast Guard's hands, who said they would send someone out to sink it.

Having visited most of his destinations before on business, Holger wasn't interested in laying over for months at a time. He likes long ocean passages, weeks filled with spray and sun, which is part of the reason they

completed the voyage in a relatively short time. They headed west, gobbling up huge expanses of ocean, living off the sea as much as possible. They left with 500 pounds of meat in the freezer, but found fresh fish was much more appealing. Having prepackaged the meat in meal size packets, Pam was chagrined to find it made very expensive shark bait.

Holger and Pam were the shark hunters, especially off the Great Barrier Reef in Australia where local resorts offer a healthy bounty for sharks which pose a threat to business. Various parts of the shark also fetch a good price; some use the dorsal fin to make aphrodisiacs and shark fin soup, and the razor sharp teeth are used for jewelry. Holger used the skin, dried and stretched over cork blocks to sand the decks. Shark skin is rough in one direction and smooth in the other — like a rasp — and is excellent for removing stains from teak. Coral heads were another great deck scrubber, shaped and smoothed on concrete and good for years of use.

Both Pam and Holger found the South Pacific most enchanting. "The Great Barrier Reef is like California transplanted in the Tropics," claims Holger. The water is warm and the land spectacular. Pam compared New Zealand to the United States 30 years ago, with a young geological land mass and more sheep than people.

Sailing through the Sunda Straits between Jakarta and Sumatra, they encountered a scene which Holger figures must have been what the planet looked like back when life began. In 1863 a whole island there exploded, leaving beautiful remnants; today there are active volcanoes in the area spewing lava. At night, with the full moon and the light from the explosions, it looks like a scene from a blockbuster movie.

Southeast Asia also held the most danger. From the Great Barrier Reef north the water averaged 30 to 60 feet, which is harrowing for a boat with a 10-ft. draft. They had to keep a lookout at all times, even with radar. At night they worried about hitting fishing canoes which had no lights, as well as large floating trees and logs. In the notorious Strait of Malacca near Singapore they outran pirates, their wood hull helping them avoid detection by radar.

As the only woman aboard, Pam ran



Pam's birthday present off Australia's Great Barrier Reef.

into problems of her own. Customs agents eyed her with suspicion, especially when she dressed in a t-shirt with no bra. With their Moslem/Christian background, the Indonesians found the concept of her living with four or five men a bit disturbing. Eventually Holger started saying they were married, and Pam would add that she was the medical officer, which she was, and those assur-

ances brought some relief.

Dress habits in Indonesia were a hassle. When dealing with officials to clear their papers, everyone had to present a clean-cut, well-dressed image. Holger had to forego his beloved overalls for shirts and pants, while Pam needed a dress, bra and high-heels to pass inspection. The crew cut their hair and shaved to complete the transforma-

tion.

Drugs, in particular marijuana, were strictly verboten on *Lord Jim*, a policy Holger adopted not from a moral standpoint, but simply to stay out of trouble. Many governments around the world are very strict about drugs, he says, much more so than here in the U.S. If there is even a suspicion of you using or carrying drugs, government officials will seize your boat and/or papers. Sometimes they'll do it just because they want your radar. "You always have to remember that you're on their turf," he says. All crewmembers are told that what they do on-shore is their own business, but once they're aboard they are to be drug-free.

Lord Jim is also a dry ship when under sail, and no one smokes cigarettes, either. Oh, they might break out a glass of Grand Marnier for extra-special occasions, but both Holger and Pam found being alcohol and tobacco-free heightened their sense of health. They lived off the sea as much as possible, catching tuna up to 180 pounds and wahoo as tall as Pam and weighing twice as much. They would eat some of the fish fresh and make jerky out of the rest, which could be reconstituted with fresh water later. They bought grains and beans wholesale before leaving and vacuum-packed them for freshness. Pam became an expert at provisioning.

"One thing you find when you're cruising," said Holger, "is people coming from the opposite direction will tell you where's there's a good place to buy things. We found really good canned goods in South Africa and New Zealand. We still have some canned butter from New Zealand that doesn't need refrigeration."

On the passage from South Africa to Antigua, they stopped shortly at St. Helena, the small, rocky island in the South Atlantic where Napolean lived out his final days. Going ashore was an adventure. They had to anchor out and take the Zodiac part way in, where an old fisherman employed by the city met them in a rowboat. He took them to a stone stairway coming out of the sea, at the top of which was a gallows-like structure with knotted ropes hanging down. Timing his approach to match the height of the surge, the fisherman told them to catch the rope and swing ashore!

At St. Helena's they found a small community of 4,000 people who live by farming and fishing. Some of them work at the

Ascension Island satellite tracking station 600 miles to the north; their only contact with the outside world is a freighter which stops on its way from England to Cape Town. The ship, owned by the City of St. Helena, delivers tourists and supplies. To their shock, the crew of the *Lord Jim* found fuel priced at \$4.00 a gallon! They settled for fresh bread and left after a brief stay.

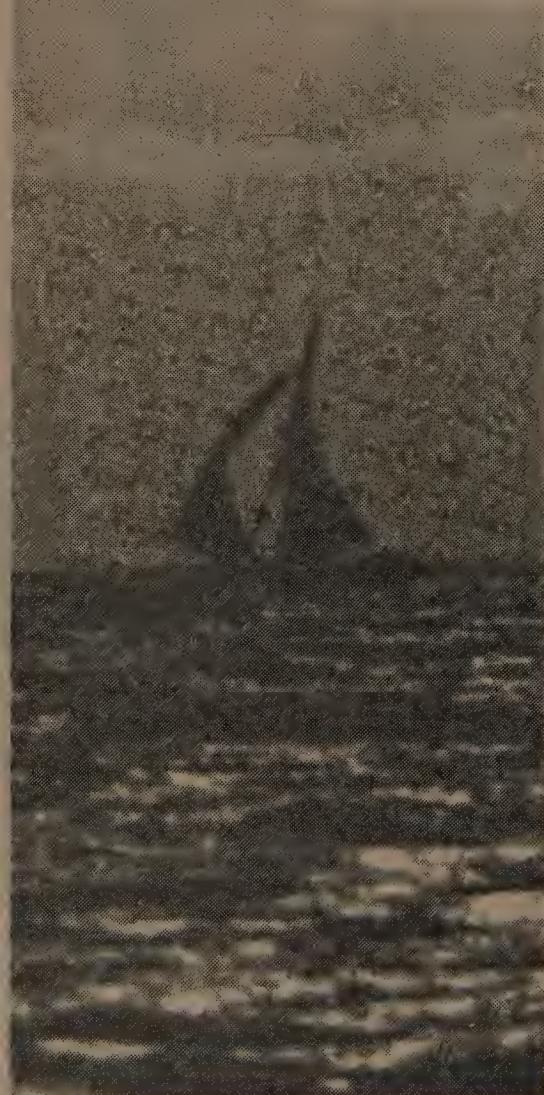
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he second half of the voyage featured the roughest sailing. Rounding the southern tip of Africa, *Lord Jim* encountered a series of storms. Using his Weatherfax machine, Holger kept track of their position and worked his way south, staying away from shore. They had 36-hours between the end of one storm and the beginning of the next to work their way west so they could safely run before it. When it hit they had the topsail up with the storm jib, "a bullet-proof handkerchief hanked on a 3/4" backstay". When they began to overtake waves, they took down the topsail and towed warps off the stern. Finally they took the storm jib down, too. Under bare poles alone they were making 9-knots. "That was exciting," recalls Holger.

The final leg of the trip from Panama to California took 11 weeks. The transmission broke after they left the Canal, rendering *Lord Jim* a true sailing ship. Holger had wanted to go to the Galapagos and follow the route of the old sailing ships, but he abandoned that and kept close to the Central American shore to play the breezes off the land. Fourth of July found them becalmed off the tip of Baja. They encountered some tuna fishermen from San Diego who invited them aboard for an Independence Day celebration. Both Pam and Holger roll their eyes remembering the feast that night, especially the ice cream for dessert.

Once past Cabo San Lucas, they headed out to sea, dodging hurricanes as they went. They tacked onto port hoping to beam reach to San Francisco, but couldn't fetch far enough north. After weeks of no sun, exhausted and dispirited, they put up at Morro Bay, where they cleared customs and were once again back in the United States.

"One thing the trip taught me," says Pam, "is that the best place to learn how to sail is right here on the bay and outside the Golden Gate. If you can handle that you can handle just about anything."



HOLGER KREUZHAGE



Jetsam.

Left: Indonesian sails in the sunset.

Looking back on his odyssey, Holger admits there were times he asked himself "What the hell am I doing out here?", but those times were moments that faded quickly. He came out of it with a renewed respect for the sea. "The ocean is unforgiving, and a mistake can cost you your life. You're out there all by yourself, and that's who you have to rely on. Sometimes I'm quite hard on the crew, but that's because there's so much at stake."

Holger adds that with a commercial pilot's license and sail training, he qualifies for the lowest insurance rates Lloyd's of London offers. Nevertheless, the best insurance he can think of is a good boat with a good crew. Likewise, he cautions those who aspire to duplicate his trip. It's something anyone capable should do, he says, but not everybody qualifies.

Pam looks back without regrets on the trip, during which she sometimes felt a disadvantage because of her sex. The men, she explains, often act like little boys, and when she was watch captain she found them hesitant to take orders from a woman. She didn't realize how much she missed women until she got back home and spent some time with some old girlfriends.

"Women tend to be more open and talk about serious things when they're together," she observes. "Men have a tendency to hold things inside and let them build up until they explode, sometimes at totally inappropriate times. I found that frustrating."

She also missed female support when she and Holger would tangle. She says he verbally threw her off the boat at every port, blaming her for problems whether she was responsible or not. Holger took great pains not to show favoritism towards her because

of their relationship, but sometimes he felt he went too far. Pam feels having another woman along to confide in would have helped.

Lord Jim rides gently at her berth now, looking remarkably shipshape for a boat that just sailed around the world. She'll be fitted out for the upcoming trip over the next year or two. Holger wants to rig her with a yard-arm from which they'll fly a square sail for

Due to his injured arm, Holger took few pictures on the trip, but he's interested in creating a television series using *Lord Jim* as the main subject. He and his brother are working with a European television company and have already shot some of the sailing footage. They're putting together scripts now, which will be along the lines of "Adventures in Paradise".

For both Holger and Pam, combining sailing with video production suits them just fine. Pam, who has worked in front of the camera before as a model, always wanted to get into the production end of the business, which she's doing now. For Holger, the blend of his visual and sailing skills is completely organic. He has breathed new life into *Lord Jim*, and now, in turn, the yacht can help support his life's work.

"People look at *Lord Jim* and figure I must be a millionaire," he says, "but I'm not. I was lucky my professional life could accommodate the boat. Eventually I got to the point where I was fitting my work around my sailing rather than the reverse. But money isn't the key, it's time. I know every corner of this boat, every bolt, every piece of wood. Even in my sleep I can tell if she's not being sailed



Holger takes a sight.

better downwind cruising. Also slated for overhaul are the engine and generator, as well as the running rigging.

well. You have to get to the point where the boat becomes an extension of yourself."

— latitude 38 suc

BRIAN DOWLEY

1981 BIG BOAT SERIES

PHOTOS BY LATITUDE 38

Suppose they gave a St. Francis Big Boat Series and the *really* big boats — the maxis — didn't come? Well that's exactly how it was planned for this year's 17th annual edition, and nobody seemed to mind. The maxis, most of which are either racing the Whitbread Around the World Race or are in transit to the Southern Cross Series in Australia, won't be coming to the bay area until next fall. These biggest of ocean racers are real crowd pleasers, but they command more than their share of attention, stealing some of the thunder that rightfully belongs to the smaller, more competitive classes.

Actually you'd choke trying to use the word 'smaller' to describe the fleet that participated in the series this year. There were 58 boats in all; they ranged in size from 36 to 58-ft and represent what we guesstimate to be a total investment of over \$10 million. Considering it takes over 750 healthy bodies to make these machines perform, you're talking large numbers all around, large enough to qualify this as a *big* Big Boat Series by anyone's standards.

The St. Francis Perpetual Trophy Regatta, as most of our readers now know, is the for-

Short-tacking up the City Front and almost in the front door of the St. Francis: Atlantic entries, John Reynold's *Ghost* in the foreground, and Bill Clute's *Annabelle Lee* coming off the beach.



Rheem Series runner-up *Impetuous* framed on a spinnaker run by the surprising J-36's, *Compass Rose* and *Gryphon*. Below: *Impetuous* and unidentified boat.

mal name for what everyone calls the Big Boat Series. It's the premiere event for ocean racers on the west coast, and offers the best opportunity in the world to watch ocean racers compete. The regatta consists of five different perpetual series: The St. Francis Perpetual, the City of San Francisco Perpetual, the Keefe-Kilbourn Perpetual, the Atlantic Perpetual, and the Richard Rheeme Perpetual. The boats are separated into five divisions by virtue of their IOR rating.

The maxis, which usually race for the St. Francis Perpetual Trophy, were replaced this year by a group of 8 Santa Cruz 50's. The 50's don't all rate the same, but at the urging of designer Bill Lee agreed to accept a 59.5 rating, to dispense with all handicapping and race as a one-design.





Actually it wouldn't have made much difference what they rated as Bob Brockhoff of Santa Cruz, sailing the chartered *Silver Streak*, walked away from all competition. The boat's superiority was so convincing that some rivals began to suspect it was because *Silver Streak*, the factory boat, displaced some 750 pounds less than the other 50's. In reality that was just mild paranoia. As part of the process to bring her rating down to 59.5, *Silver Streak* took on the necessary extra weight, and according to Bill Lee, none of it was placed in the keel.

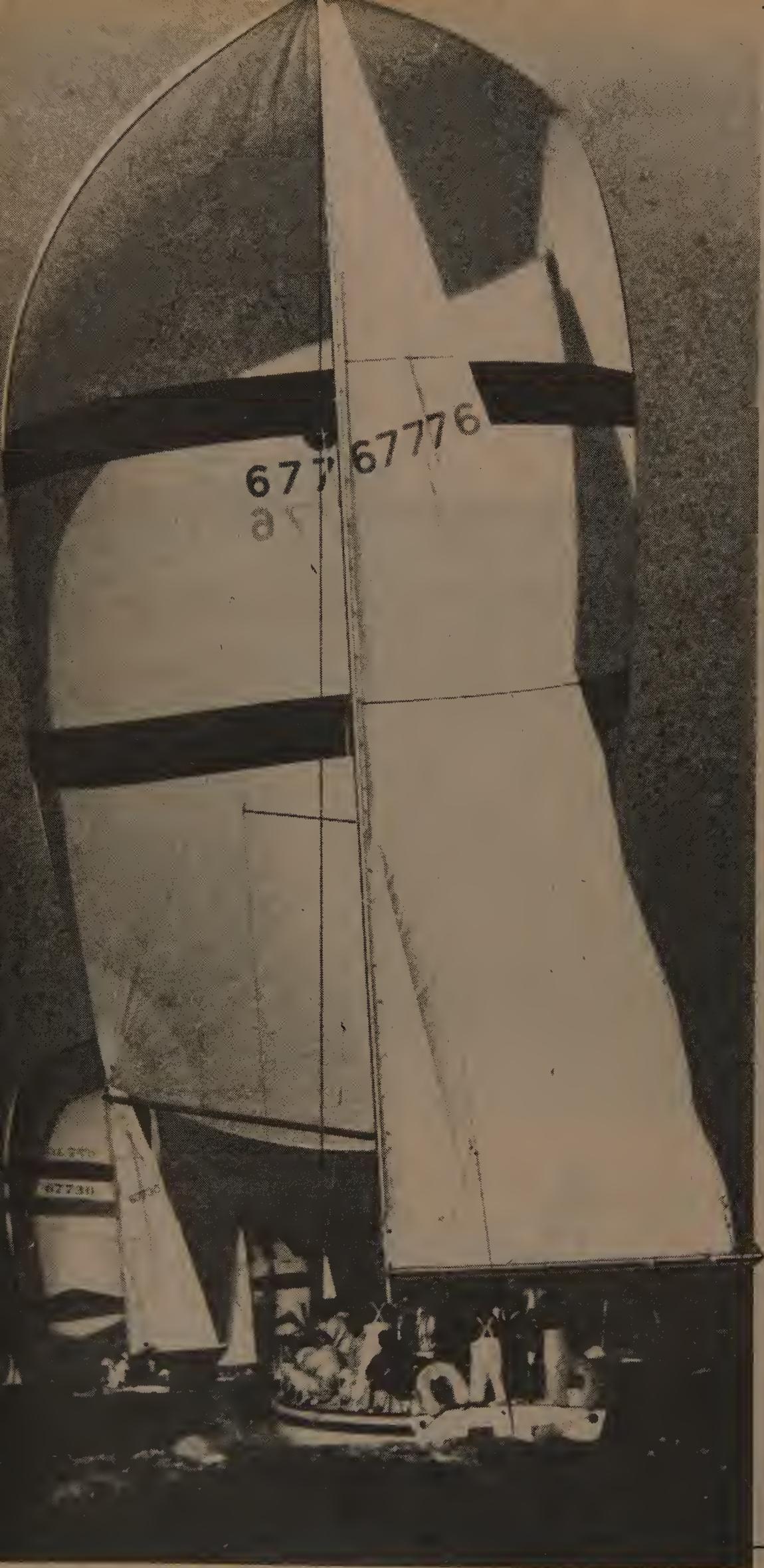
Charter Brockhoff explained that *Silver Streak*'s edge on the competition was better boat speed and pointing ability to weather.



This he attributed to the new set of DeWitt Sails that were cut especially flat for the relatively smooth waters of the bay. The 50's with older and fuller cut sails — mains in particular — had equal speed off the wind, but just couldn't cut it to weather.

Silver Streak also benefited from extensive crew practice; the boat had been on the bay for a month and the crew had gotten in 9 good days of practice. Then, too, longtime bay sailor Jim DeWitt was resting on the stern pulpit, dispensing local knowledge and tactical advice.

Brockhoff's stiffest competition came from another Santa Cruz entry, Larry Burgin's Skip Allan-driven *Oaxaca*, which had won the 3rd race when *Silver Streak*'s hydraulics crapped out at the start.



Going into the final race *Oaxaca* still had a shot at the series, if only she could put 5 boats between her and *Silver Streak*. In a desperate attempt to accomplish this she ambushed Brockhoff's boat at the start, drove her away from the line, and maintained a close cover throughout the race. It worked to the extent that *Silver Streak* dropped to her by far worst performance, 6th. But DeWitt, *Silver Streak*'s tactician, responded to the cover by sailing a circuitous course and into adverse tides, forcing *Oaxaca* to either follow or lose their cover. *Oaxaca* followed, finished 5th, still well in 2nd place behind *Silver Streak* for the series.

Stewart Kett's *Octavia* won that final race, and finished third for the series. As a group the skippers remarked that the one-design racing had been a big success and that they'd all had "great fun".

Great Fun, it turns out, was Clay Bernard's new 50-ft fractional rig Laurie Davidson design that decimated the 9 other aspirants for the City of San Francisco Perpetual. Big Boat Series racing is usually tight, with divisional winners taking individual races by margins of a minute or less. But Bernard's *Great Fun* was so fast and so well sailed, that she blew everyone away with 5 bullets and corrected time margins of more than 3½ minutes, 5 minutes, 4 minutes, 8 minutes, and 6½ minutes. And it wasn't quite like shooting ducks either; her competitors included *Zamazaan*, *Hawkeye*, and *Swiftsure*, which between them had won 4 perpetuums in previous years.

Great Fun's forte was going to weather and reaching, but even off the wind when her sail area was dwarfed by the likes of *Swiftsure* she seemed to hold her ground. Fractional rigs as large as *Great Fun* are difficult to sail and it's a credit to her crew that they could figure such a complicated new boat out so quickly. Sparmaker Timmy Stearns drove the two-wheeler, and got tactical advice from Dave Allen.

The reckless rumor mill had it that Simon Kleinman of Richmond had paid America's Cup-winner Dennis Conner \$10,000 to drive *Swiftsure*. The rumor wasn't true, but you could have believed it watching his superb performance taking runners-up honors to *Great Fun*. The big Frers design is as lovely as she was in 1978 when she won the Perpetual Trophy for former owner, Nick Frazee. But now the boat is a little too comfortable, a little too dated, and a little too



JOHN ROWLEY

suited to light air to do well in a windy Big Boat Series.

Indeed, she finished well down in the 9-boat fleet for the first two ebb-tide dominated races. But no sailor should underestimate the determination and skill of a great sailor like Conner. Dennis had their boat out before anyone else on race days, and they spent more time tweaking her up and testing the wind than anyone else. That combined with his guts and skill as a driver resulted in *Swiftsure* taking second place in each of the last three races. In doing so she tied for second place in the series, and was awarded the trophy by virtue of a greater number of higher finishes.

Conner's work on *Swiftsure* probably went unnoticed by most of the spectators, and that's the way it is with sailing. But it was a fine thing that he, tactician Bob Klein, and the entire crew did. As for Conner, one crewmember remarked in awe, "The kid is good. He'll go a long way."

Victim of Conner's dedication and resourcefulness was Larry Stewart's *Zamazaan*, winner of the perpetual last year. With Steve Jeppesen at the helm and an unfamiliar crew sporting only moderate resolve, *Zamazaan* had a spotty series. A disappointing 6th place in the final race allowed *Swiftsure* to overtake her for the series.

The 'close-but-no-cigar' award in this perpetual goes to John Buchan of Seattle and his 54-ft Chance-design, *Glory*. Buchan sailed a fine series and would have been in contention for 2nd had she not lost a man overboard during a nasty knockdown on Wednesday afternoon's blustery third race. When the crewman was picked up unhurt by a powerboat, *Glory* was DSQ's for the race and dropped to 5th for the series.

Weather conditions for the week long racing were ideal. The winds were healthy, consistent, and made for equitable racing. The lack of fog and generally blue skies made it the most pleasant St. Francis week in memory.

Besides it being a year of good weather, it was also a year of changes. Biggest change of all was the addition of another race to make it a 5 rather than 4 race series. This met with widespread approval. After all, it takes nearly as much time and money to prepare for a 4-race series as it does for 5. The five race format also allows time for the competition to evolve, for comebacks to be made, for rivalries to heat up. It's a good idea.



Tonie, just one of the hundreds of enthusiastic spectators. Far left: SC 50's *Tribute II* and *Shandu* chase another SC 50 to the leeward mark.

What looked to be a good, competitive idea on paper was the Atlantic Perpetual series. Returning to the bay were John Reynolds Peterson 46, *Ghost*, which had won with four bullets in 1979, and Gerald Simonis' Dick Deaver-driven Peterson 44, *Jetstream*, which had won last year. Throw in TransPac Class B winner, Irv Loube's *Bravura*, John MacLaurin's handsome red Davidson 46 *Pendragon*, Dave Fenix's Holland 46 *Pegasus*, Bill Clute's Peterson 48, *Annabelle Lee*, and you have the makings of a real battle.

At least it seemed that way; it turned out the only battle was for second place. Bill Clute's *Annabelle Lee* finished second to *Pendragon* the first day, and then went on to win four straight races and take the series by a comfortable margin.

Clute, who had won the Rheem Perpetual with the Ericson 39 *Chiquita* way back in 1972, and his crew had reason to approach the series with a certain apprehension. After a good Long Beach Race Week, they had a modest showing in the bay's Stone Cup, followed by months of no sailing and little pre-St. Francis practice. But the addition of 1200 pounds inside ballast lowered the rating and stiffening the boat for bay breezes. Combined with cranking the backstay all the way down to the turnbuckle, these improvements



City of S.F. entries (from left) *Zamazaan*, *Checkmate*, *Great Fun*, *Swiftsure*, and *Defiance*, beating for the Pier 39 maze.



made her a powerful performer to weather.

The longest and highest rating boat in the Atlantic Series, *Annabelle Lee* jumped off to quick leads on the first leg of four of the five races, and continued to pull away for corrected time honors. One time *Pegasus* beat her to the first weather mark, but was quickly ground down. *Pendragon*, *Ghost*, and *Jetstream*, pressed her hardest, but none were consistent enough to mount a serious challenge.

Hard luck story in the Atlantic Series belonged to Irv Loube and *Bravura*, sailed with the assistance of Horizon Sail's president Bill Barton. In the first race *Bravura* was several minutes late across the starting line because of a misunderstanding; after the second race *Annabelle Lee* and *Pendragon* (then in 1st and 2nd) protested *Bravura*'s certificate because she'd been measured in fresh water. In the third race she lost a protest and took a DSQ, and in the fourth race she finished third. But the worst came in the finale.

Like the rest of the fleet, *Bravura* short-tacked up the City Front in the flood tide. To avoid the flood for as long as possible and to

prevent *Pegasus* from slipping inside her, she took the tip of the San Francisco Marina breakwater as close as she dared. It was too close.

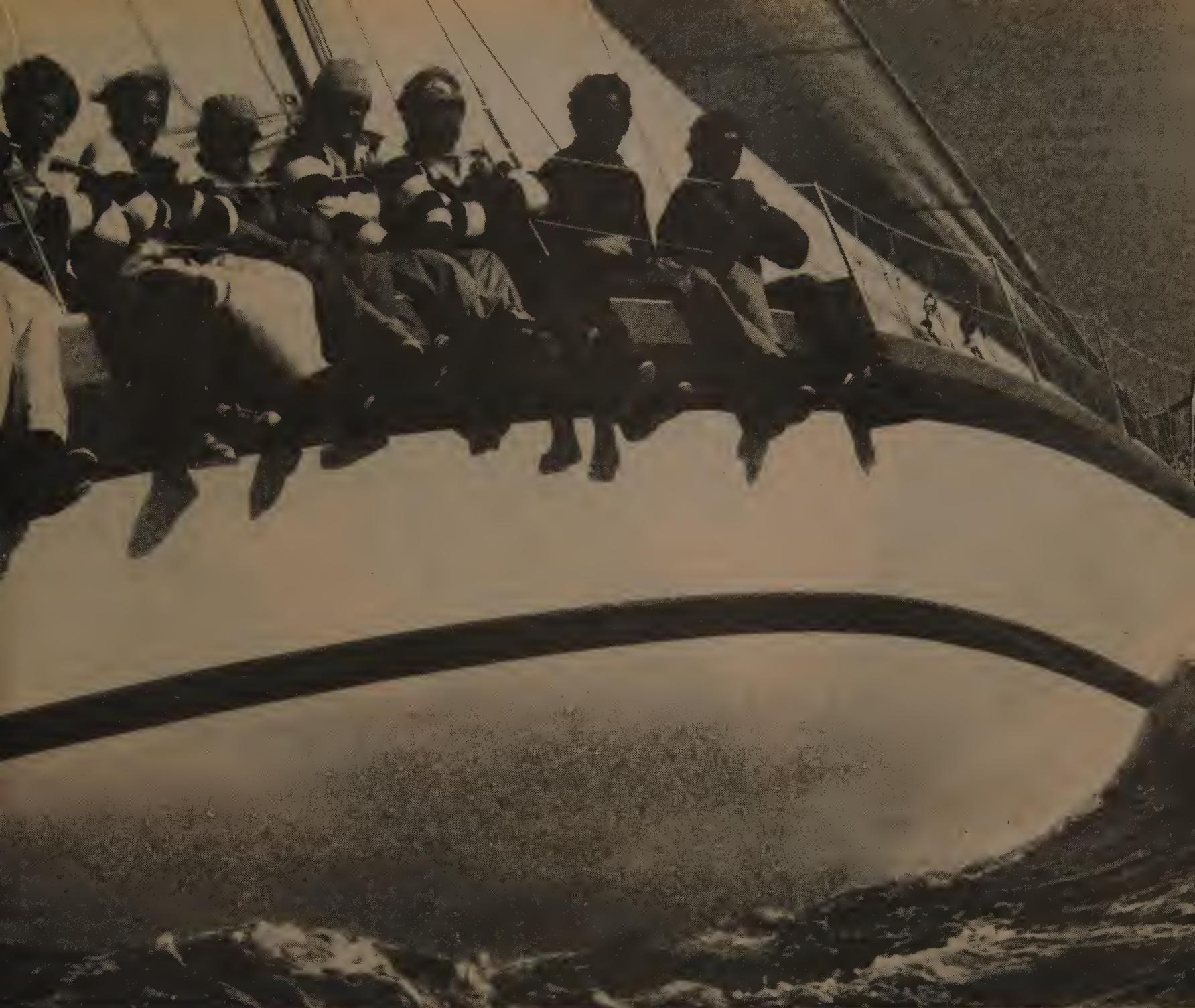
Just as a crewmember said, "Well, I guess we made it," the keel struck a rock, bringing the boat from 7-knots to a dead stop. The impact loosened some bulkheads up forward and put a big dent in the keel, but that was nothing. Owner Loube was apparently thrown into the running backstays and was found lying on the lifelines looking toward the sky, obviously in extreme pain.

As of this writing, two weeks after the race, he is still in the hospital but expected to be released soon. Irv's wife Shirley reports that he suffered broken ribs, fractured several others, and had a lung punctured. Everyone wishes him a swift recovery.

Indirectly the incident created a hell of a commotion. A call for medical help brought 4 fire trucks down to the club. Naturally they couldn't get through the traditional hordes of illegally parked cars, and the tow trucks were summoned. For the Big Boat Series, a record number of cars were hauled away.

A boat that had a sensational series was





Below: Bill Power's *High Roler* blazes up the City Front, approaching the point where *Bravura* later ran aground. Above: Bill Clute's *Annabelle Lee* reaching for the Atlantic Perpetual Trophy.

Irrational and Wings.— rockin' the bay!

William Power's Holland 43, *High Roler*, winner of the Keefe-Kilborn Perpetual. The Newport Beach entry was winning all five races over a huge division, and putting a whopping 18.25 point margin between the closest pursuers, *Sioc* and *Irrational*. They were in a class by themselves.

For Power, who'd won the Perpetual in 1977 with a Peterson design, this was his fourth Big Boat Series. He says he loves them for the good winds, challenging tides, and good competition. The handsome blue and white 43-footer is Power's third *High Roler*, and debuted in the last SORC, winning one race overall, finishing 7th in class and 9th in fleet. After the circuit she was taken to Newport Offshore (Rhode Island) and fitted with a new keel. "She was a good boat," Power smiled, "she's a great boat now."





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This was the first year the Big Boat Series had calculated overall standings for the 58-boat fleet. *High Roler* had an 2-8-1-2-1 record, which gave them 13.5 points and overall honors. *Great Fun* was 2nd with 13.75 and *Annabelle Lee* with 17.75 points was 3rd.

Power attributed the victory to both raw boatspeed and "an excellent crew that didn't make any mistakes". Led by driver Rod Davis and tactician Doug Restello, *High Roler* was the picture of smooth efficiency on the course. Power fields his crew from a nucleus of about 40 of Newport Beach's top sailors. For whatever reason they finished the last race with a broomstick atop the mast — perhaps signifying that they were 'cleaning up'.

Now that it's been going on for 17 years, you'd figure everyone who was anyone would have sailed in at least one Big Boat Series. Not true, however, for Rod Davis, *High Roler*'s helmsman and winner of this year's Congressional Cup. This was his first Big Boat Series, but he's writing the future dates in his calendar with indelible ink — it won't be his last. And Rod enjoyed the week for more than his being the winning skipper on the winning boat. The racing here was better, he felt, than at the Admiral's Cup for three reasons: here the strong tides are mostly nullified by good winds, here only closely rated boats race together, and here there's no night sailing — Rod doesn't care for night sailing. He was just one of many converts this year.

The battle for second place behind *High Roler* ended up as close as it could be between two consistent bay area boats: Lee Otterson's *Serendipity 43*, Sioc with Ray Pingree driving, and Jaren Leet's Peterson 41, *Irrational*, driven by John Bertrand. The boats tied in number of points, but Sioc was awarded the second place trophy on the basis of having the highest single finish.

Pushing these two boats was the entry that had come the greatest distance, Richard Hokin and Tom Whidden's *Love Machine V* from Noroton, Connecticut. The smallest boat in a huge division, *Love Machine V* got a lot of bad air and suffered from being a short boat in a series with plenty of flood tide. The large fleet made for some pretty exciting moments as the boats crossed tacks. *Monique*, for example, was involved in a hull tapping with *Irrational*, while *Illusion* and another boat clipped off masthead flies.



From left: *Great Fun*'s City of S.F. winner, Clay Bernard, and Atlantic winner Bill Clute.



Winner of the Keefe-Kilborn as well as overall trophies, *High Roler*'s tactician, Doug Restello; driver, Rod Davis; and owner, William Power. At left: *High Roler* leading the pack.



RACE BY RACE RESULTS

Class	Boat	Races	Ttl. Pts.	Owner/Skipper	Design	Yacht Club
ST. FRANCIS PERPETUAL TROPHY						
1	Silver Streak	1- 1- 2- 1- 6	10.25	Bob Brockoff	Santa Cruz 50	Santa Cruz
2	Oaxaca	3- 3- 1- 2- 5	13.75	Larry Burgin	Santa Cruz 50	Santa Cruz
3	Octavia	2- 5- 3- 5- 1	15.75	Stewart Kett	Santa Cruz 50	St. Francis
4	Shandu	6- 2- 5- 4- 3	20.00	Michael Braun	Santa Cruz 50	Bahia Corinthian
5	Hana Ho	4- 4- 4- 6- 4	22.00	Bruns, Lamson, Kaplan, Price, Tompkins	Santa Cruz 50	St. Francis
6	Chasch Mer	5- 6- 8- 3- 7	29.00	Randy Parker	Santa Cruz 50	Santa Cruz
7	Night Train	8- 7- 7- 7- 2	31.00	H. Grandin, Jr.	Santa Cruz 50	St. Francis
8	Tribute	7- 8- 6- 8- 8	37.00	J. Feuerstein	Santa Cruz 50	Del Rey

CITY OF SAN FRANCISCO

1	Great Fun	1- 1- 1- 1- 1	3.75	C. Bernard II	Davidson 50	St. Francis
2	Swiftsure	7- 6- 2- 2- 2	19.00	Kleinman/Conner	Frers 58	Richmond
3	Zamazaan	2- 4- 4- 3- 6	19.00	Larry Stewart	Farr 52	Nawiliwili
4	Defiance	4- 3- 6- 5- 5	23.00	A. & A. Easom	Frers 51 Swan	St. Francis
5	Glory	5- 2- 5-10- 3	25.00	John Buchan	Chance 54	Seattle
6	Hawkeye	3- 5-10- 6- 4	28.00	California Maritime	King 48	CMA
7	Checkmate	6-10- 3- 4- 7	30.00	Monte Livingston	Peterson 50	Del Rey
8	Primavera	8- 7- 7- 7- 8	37.00	Jorge Dipp Reyes	Swan 57	Chapella
9	Native Son	9- 8- 8- 8-10	43.00	Robert McBain	Duffield 50	North Point

ATLANTIC PERPETUAL TROPHY

1	Annabelle Lee	2- 1- 1- 1- 1	5.00	Bill Clute	Peterson 48	St. Francis
2	Pendragon	1- 5- 3- 4- 2	14.75	John MacLaurin	Davidson 45	California
3	Ghost	4- 3- 2- 2- 6	17.00	John Reynolds	Peterson 46	Newport Harbor
4	Jetstream	6- 2- 4- 5- 3	20.00	G. F. Simonis	Peterson 44	Newport Harbor
5	Pegasus	3- 7- 6- 6- 5	27.00	David Fenix	Holland 46	St. Francis
6	Confrontation	7- 4- 5- 7- 4	27.00	David Fladlien	Davidson 45	San Francisco
7	Brauura	5- 6-10- 3-10	34.00	Irving Loube	Frers 46	St. Francis
8	Aleta	8- 8- 7- 8- 7	38.00	Warren Hancock	Peterson 46	Newport Harbor
9	Sea Rat	9- 9- 8- 9- 8	43.00	Keenan/Bushnell	Swan 441	St. Francis

KEEFE-KILBORN

1	High Roler	1- 1- 1- 1- 1	3.75	Bill Power	Holland 43	Newport Harbor
2	Sioc	8- 5- 2- 2- 5	22.00	Otterson/Pingree	Serendipity 43	San Francisco
3	Irrational	4- 4- 5- 3- 6	22.00	Leet/Bertrand	Peterson 41	St. Francis
4	Love Machine V	7- 2- 3- 6- 7	25.00	Hokin/T. Whidden	Peterson 40	Noroton
5	Moonshadow	12- 6- 4- 4- 2	28.00	Winn/North	Serendipity 43	Tiburon
6	Illusion	3-10- 7-10- 3	33.00	Ed McDowell	Choate 44	King Harbor
7	Damn Near	2- 8-10- 5-10	35.00	Bert Damner	Kaufman 41	San Francisco
8	Wings	11- 3- 9- 7-11	41.00	Hall/Stocker	Serendipity 43	St. Francis
9	Monique	6- 7-20-11- 4	48.00	Chris Gasparich	Farr 13 Mtr.	St. Francis
10	Leading Lady	9- 9- 8- 9-13	48.00	Munro & Reisch	Peterson 40	Coyote Point
11	High Noon	5-20- 6- 8-14	53.00	Thomas Harney III	Peterson 41	Sausalito
12	Sister Divine	10-11-15-14- 9	59.00	Delfino & Gayner	Davidson 44	Los Angeles
13	Free Enterprise	14-20-11-12- 8	65.00	Richard Ettinger	Serendipity 43	Newport Harbor
14	Tomahawk	13-20-12-13-12	70.00	John Arens	Holland 41	St. Francis
15	Lone Star	16-14-16-15-15	76.00	Burton Benjamin	Serendipity 43	Southwestern
16	Mac Pac	20-12-13-16-18	79.00	G. McCormick	Wilderness 40	Santa Cruz
17	Quamichan	18-15-14-18-16	81.00	Sandy Clark	Davidson 44	L.A. Corinthian
18	America	17-13-17-19-18	84.00	Richard Mann	Serendipity 43	St. Francis
19	Cadenza	15-16-20-17-17	85.00	C. Eichenlaub Jr.	Peterson 40	San Diego

RICHARD RHEEM PERPETUAL TROPHY

1	Big Wig	1- 6- 2- 2- 1	11.5	Ron Melville/Ullman	Choate 40	Balboa
2	Impetuous	3- 4- 1- 3- 4	14.75	Myron Erickson	C&C 40	Richmond
3	Shenandoah	2- 8- 3- 1- 2	15.75	B. Palmer, Jr.	Holland 40	Newport Harbor
4	Midnight Sun	5- 1- 8- 4- 3	20.75	Arneson/Dougherty	Choate 40	San Diego
5	Lois Lane	4- 5- 7- 5- 6	27.00	Bill Erkelens	Wylie Custom	St. Francis
6	Compass Rose	7- 2- 9- 9-12	39.00	Murphy/Trask	J-36	St. Francis
7	Gryphon	6- 3-17- 8- 5	39.00	Bill Carter	J-36	St. Francis
8	Trix	13-11- 4- 6- 8	42.00	D.A.M.P. Syn.	Choate 40	Cabrillo Beach
9	Sweet Okole	10- 7- 5- 7-17	46.00	Dean Treadway	Farr 36	Island
10	Brown Sugar	12- 9-11-10- 9	51.00	Ulf Werner	Peterson 38	St. Francis
11	Black Swan	8-10- 6-17-13	54.00	Hugh Beatty	S&S Swan 44	California
12	Invictus	11-13-13-11- 7	55.00	McGrew/Moffett	C&C 40	St. Francis
13	Race Passage	9-14-12-12-10	57.00	John Merrill	S&S Swan 44	San Francisco
14	Demasiada	14-15-14-13-14	70.00	Stanley Rinne	C&C 40	St. Francis
15	Hayden I	17-12-10-17-17	73.00	Jim Mitzell	IP 40	St. Francis
16	Salsipuedes	15-16-15-14-15	75.00	Fred Frye	S&S Swan 431	San Diego

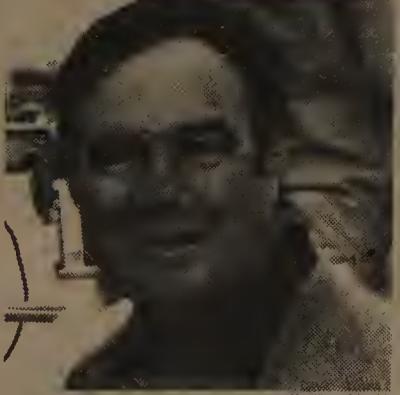
FOREIGN DIGNITARIES



Argyle Campbell, on **Confrontation**, 6th in Atlantic Perpetual. Argyle is from southern California and will skipper a 12 Meter in the next America's Cup campaign.



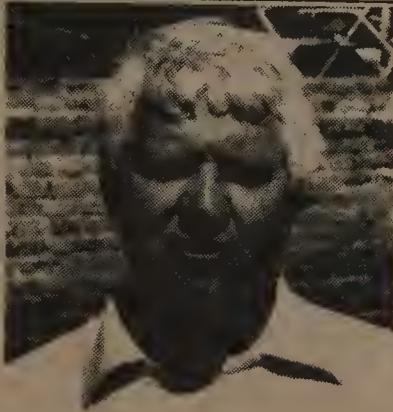
Rod Davis, on **High Roler**, 1st in Keefe/Kilborn. A sailmaker from Seal Beach, CA, Rod won the 1981 Congressional Cup. He's part of Tom Blackaller's upcoming 12 Meter campaign.



Britt Chance, designer of **Glory**, 5th in City of S.F. A New York-based yacht designer who specializes in IOR and meter boats.



Tom Dreyfuss, on the way to a plane back to New Orleans. Tom owns New Orleans Marine boatyard and used to own 1981 SORC disputed-winner **Louisiana Crude**. Be careful, he carries a lot of firepower.



Laurie Davidson, designer of **Great Fun**, 1st in City of S.F., and **Pendragon**, 2nd in Atlantic Perpetual. Laurie is from New Zealand, where he designs fast IOR boats while maintaining a low profile.



Dennis Conner, on **Swiftsure**, 2nd in City of S.F. This San Diegan has won the America's Cup, the Star worlds, and an Olympic medal. By his own admission he's one of the greatest sailors in the world.



Ron Holland, designer of **High Roler**, 1st in Keefe/Kilborn, and **Shenandoah**, 3rd in Richard Rheem. Irish-based Ron Holland designed **Imp**, which completed yachting's hat trick in 1977: 1st at SORC, the Admiral's Cup and the Big Boat Series.



Bob Barton, on **Bravura**, 7th in Atlantic Perpetual. Bob is president of Horizon Sails. Based in Stamford, Conn., he sails regularly in SORC and the Admiral's Cup.



Peter Isler, on **Love Machine V**, finished 4th in Keefe/Kilborn. An east coast preppie, Peter was Collegiate sailor-of-the-year at Yale in 1978 and winner of the 1979 Olympic pre-trials in Solings.



Tom Whidden, on **Love Machine V**, 4th in Keefe/Kilborn. Tom was a tailer on **Freedom** and co-owner of Sobstad Sails in Old Saybrook, Connecticut, which made **Freedom**'s spinnakers.



John Buchan, on **Glory**, 5th in City of S.F. Part of the multitalented Buchan clan from Seattle, which includes his brother Bill and nephew Carl, both Star champions and boat builders. One of the best big boat sailors from the northwest.

1981 BIG BOAT SERIES



With so many big boats in closed-course competition, there are bound to be collisions. Here *Monique* kisses *Irrational* at the City Front weather mark. *Monique* was DSQ'd.

during an opposite tack approach to the weather mark. That's the Big Boat Series for you.

In a series dominated by runaway winners, it was up to the Richard Rheem Perpetual to provide the suspense — and did they ever, right up until the last weather leg. *Shenandoah* and *Midnight Sun* were close, but the battle to the finish was really between Ron Melville's Dave Ullman-driven *Big Wig*, and Myron Erickson's *Impetuous* from the Richmond YC.

Interestingly enough they were very different boats. *Big Wig*, a Choate 40 which had won the Perpetual last year, is a typical

previous owner Les Harlander and called *Mirage*, she had won the Rheem Series in '77, '78, and barely missed in '79.

Going into the last race *Big Wig* and *Impetuous* were tied at 10.75 points apiece; *Shenandoah* was 3 points farther back and waiting to pounce, while *Midnight Sun* was 4 more back and could only pray. All four boats opted to play it safe and stay clear of one another at the start, and tacked up the City Front in unison. *Big Wig* worked to a small lead, but rating slightly higher than *Impetuous* could have been behind on corrected time.

It pretty much continued this way throughout the race until the strong winds, which *Impetuous* must have to remain in

the 2nd place trophy. It was a noteworthy accomplishment for a boat and crew that refused to die.

Also in the Rheem Perpetual was one of the big surprises of the entire event; the performances of *Gryphon* and *Compass Rose*, two J-36's. The boats rate terribly under the IOR rule, but were tenacious with their larger competition on a boat-for-boat basis, and even corrected out well a couple of times. Impressive performances for production boats not designed for IOR racing.

Despite the absence of the maxis, this year's Big Boat Series had all the requisite action. At least two crew went overboard, there was hull tapping between competitors, and *Glory* even snagged a spectating Cal 20 in her rigging. *Hayden I* broke her rudder off; *Leading Lady* pulled her stemhead fitting loose, headfoils broke, hydraulics failed, genoas split, and spinnakers ripped. There was a concussion on *High Noon*, bloody heads were all over the place, and the usual 1,800 smashed fingers and 14,000 bruises were incurred. The normal mayhem.

Socially the big news was that the number of men in three-piece business suits at the club was down dramatically, while the number of attractive young women in tight pants bulged. Nobody complained about either. The parking was terrible, the St. Fran-



From left: *Sweet Okole*, *Shenandoah*, *Hayden I*, *Impetuous*.

up-to-date boat in both design and construction. *Impetuous*, however, is a black C&C 40 with lots of tumblehome and must be at least 10 years old. An older, heavier design that can't truck to weather, she's been able to do well in windy Big Boat Series. Under

competition, started to die for the first time in the series. Without the high octane fuel she needs to go, she dropped to 4th place while *Big Wig* went on to take the race and the Series. *Impetuous*' 4th place finish still gave her a 1-point margin over *Shenandoah* for

cis buffet surprisingly good, and the club personnel more hospitable than ever. It was a hell of a good series.

No, there weren't any maxis, but there's always next year.

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MAX EBB

Sailing can be a very technical subject. Even though most sailors take the intuitive "right hemisphere of the brain" approach, there's a tremendous amount to be learned when the analytical left hemisphere kicks in as well. This interaction between intuition and analysis is what makes sailing so interesting, and accounts for the fact that it can be successfully approached from either side of the brain.

It is also explains why mathematical illiterates like myself consider it very important to have access to someone who can make sense out of all the technical nonsense once in a while. I'm particularly fortunate in having made the acquaintance of a young naval architect named Lee Helm, who has cleared up a number of misconceptions for me.

The last time I ran into her was at a nearby yacht club, where I saw an excellent sailing film in return for buying a mediocre dinner. I had just sat down when I spotted her in the spaghetti line, and invited her to eat with me.

"I'm expecting some friends to meet me here," she said as she put down her plate across from me, "so if you don't mind I'll save a few more seats."

"No problem," I said. "Nice to see you again — is graduate school treating you okay?"

"It's been interesting this year so far," she answered. "And working full-time for the summer has renewed my appreciation for the student lifestyle."

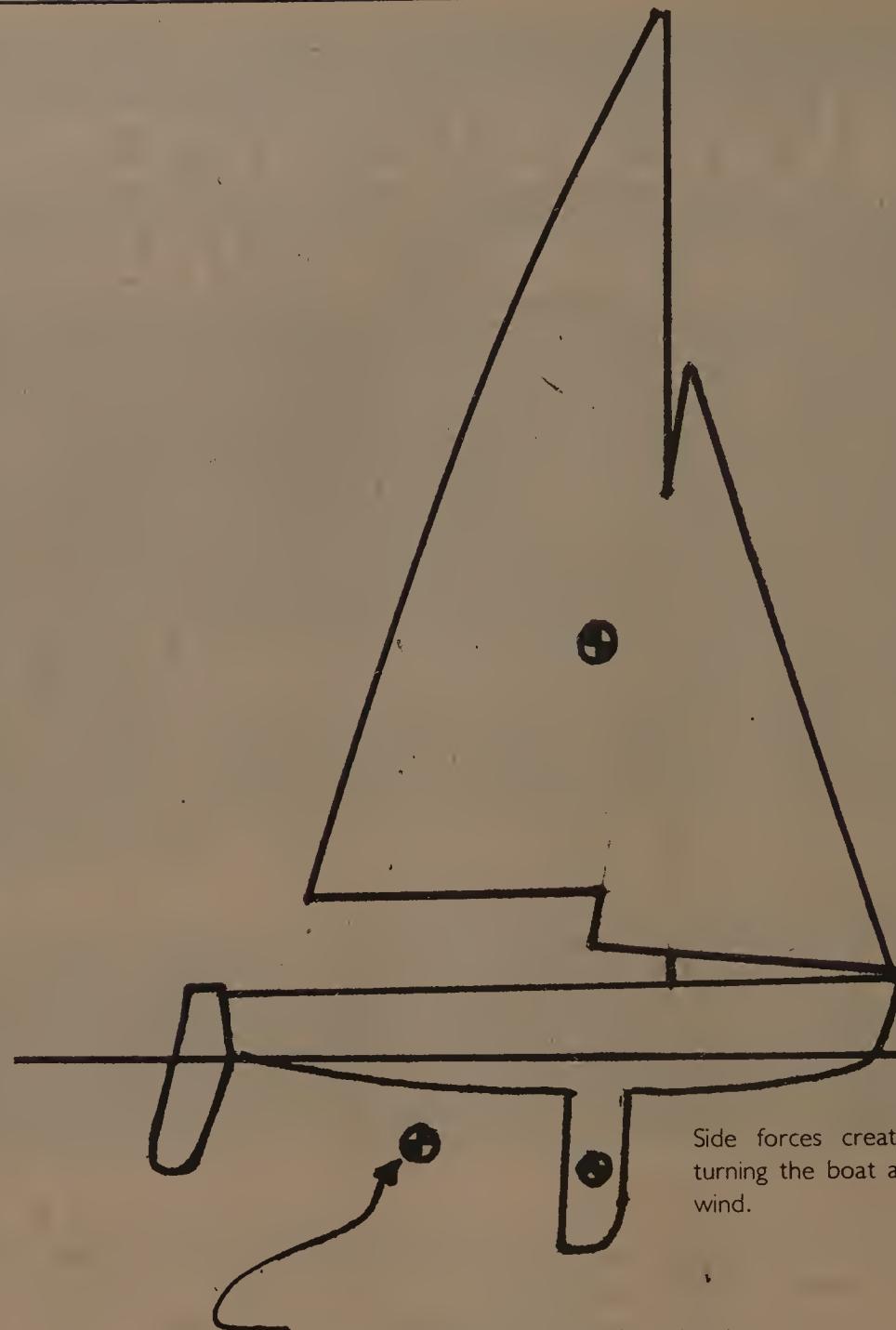
"I know what you mean," I said. "By the way, there's something I've been meaning to ask you about sailing theory; if you don't mind another technical discussion right now."

"Go ahead — I'm always up for it!"

"Good — I have a friend who says that his boat has too much weather helm. I recommended that he rake the mast forward, and suggested that too much draft in the back half of his mainsail might also have something to do with it."

"So what's the problem?"

"He says his mast is already raked forward as far as it can go, and his sail is very flat. But he still has so much helm that his arms hurt after sailing all day. He's considering adding a bowsprit to move the center of pressure



Proper location of center of lateral resistance.

forward."

"What kind of boat is it, Max?"

I told her what class it was, a Cal 20, and also pointed out that many southern California owners have added bowsprits successfully.

Lee finished a mouthful of salad before asking the next question. "How does your friend know that his boat really has too much weather helm?"

"He's pulling too hard on the tiller to keep his boat on course," I answered.

"I think your friend is suffering from a common misunderstanding about what weather helm really is. You see, a boat's rudder can be just as important in resisting side force as the keel. In a boat with neutral helm, the rudder is exactly on centerline and the keel and rudder move through the water at

the same angle. They both have side force on them, and depending on the rudder design, some of this side force on the rudder may require tiller force to balance it. Now, on your friend's Cal 20, and other boats where the rudder area is swept back away from the axis of rotation — that is, away from the line passing through the gudgeons and pintles. So a big force on the rudder blade will be felt as a big force on these boat's tillers. I define weather helm as the rudder angle, not the tiller force, required to keep the boat sailing along a straight line. So if the tiller is over just a few degrees, the boat has a normal amount of helm and everything is

GETS LEE HELMED

showing the sailplan, centerboard, and rudder. "They locate the center of lateral resistance at the centerboard or fin keel, and the center of effort at the geometric center of the sailplan. This is wrong for several reasons. First of all, as I just explained, the

fine, even if the force on the tiller is quite high."

"But wouldn't the boat go faster with no weather helm?" I asked. "It seems to me that any extra force is only going to increase drag."

"No — because it's not really an extra force," she explained. "Considering the flat, relatively inefficient keel section, and the thick, airfoil-shaped rudder, it's probably better to let the rudder do more than its share in resisting side force. Any extra side force generated by the rudder subtracts from the side force on the keel, and since the rudder is more efficient, the total drag will go down."

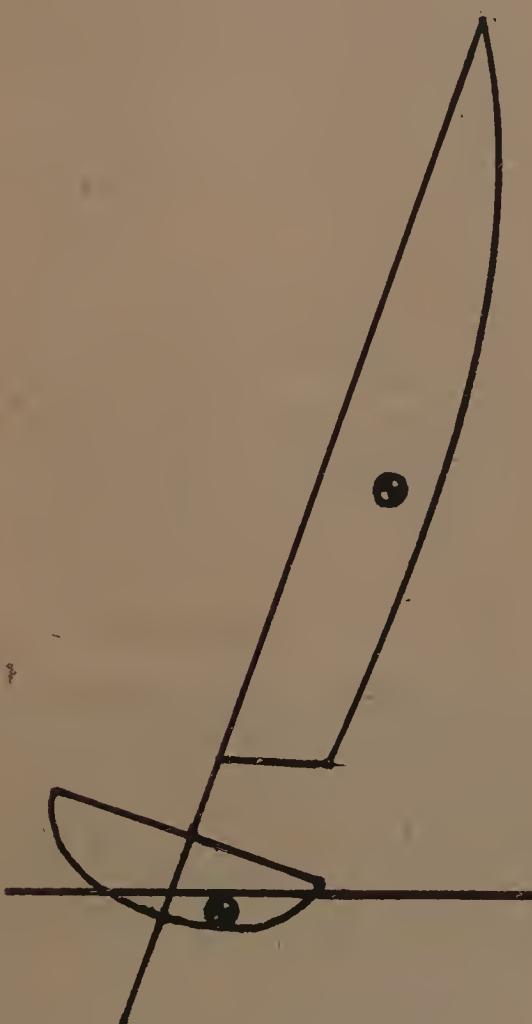
"I think I see what you're getting at," I said. "But then tell me, why do diagrams in books always show the center of lateral resistance as being right in the middle of the keel or centerboard, not counting the rudder?"

"Now you've hit on something that has bothered me for years about those basic sailing books. A boat is a three-dimensional object, but they always choose a two-dimensional view that gives an incomplete picture of helm balance."

"What do you mean?"

She put down her fork, took out a marking pen and began to sketch on the nearest unused napkin.

"Most books show a diagram like this," she said as she drew a profile of a small boat



Thrust and drag forces create a moment turning the boat into the wind.

rudder is at least as effective as the centerboard in resisting side force, so the center of lateral resistance should be a weighted average of both the centerboard and rudder. Also, the real center of effort on the rig will be quite a bit forward of the geometric center of the sails as they appear on a sailplan. I bet even you know that the forward part of a sail or airfoil develops more lift than the aft part."

I resented the "even you know", but had to admit to myself that I needed to be reminded of that phenomenon.

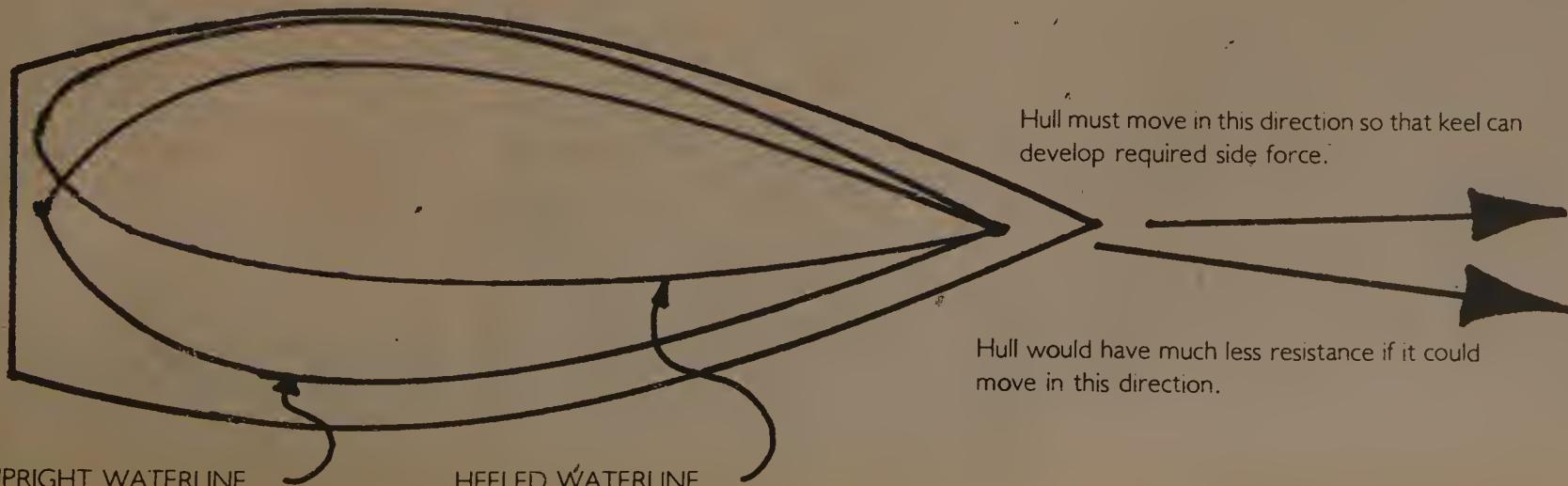
"So then, according to what you're saying," I ventured, "a normal boat should have a tremendous lee helm."

"That's right — if you only consider side forces. What the diagrams always leave out are the fore and aft forces."

She drew another sketch of a boat viewed from directly ahead.

"In this view," she explained, "you can see that the thrust of the sail is way out to leeward, while the drag from the hull is very close to centerline. So the thrust and drag forces should give the boat a strong tendency to turn into the wind. For a boat sailing a steady course, this upwind turning moment exactly compensates the downwind turning moment shown by a properly drawn profile view of the side force locations."

"So a side view just isn't enough to show helm balance," I said.



Hull must move in this direction so that keel can develop required side force.

Hull would have much less resistance if it could move in this direction.

MAX EBB

"Now you're getting it," she said as she coiled some more spaghetti on her fork. "The forward view also shows how critical heel angle can be. Just a slight increase in heel moves the center of thrust considerably to leeward — so weather helm increases."

"But I always thought that putting more of the lee bow in the water was what caused extra weather helm when a boat heels over."

"That could account for some of it, but it's a relatively small effect. Look at surfboards, for example. They turn towards the direction of heel, rather than away from it, proving that it really depends on the hull shape. There's a lot going on hydrodynamically when a boat heels. For one thing, if the axis of rotation of the rudder rakes aft, like on early spade rudder designs or an outboard rudder hung on a reverse transom, the rudder will be a lot less effective at high angles of heel."

"Really?"

tion away from the subtleties of rudder design.

"Another interesting problem develops when the cross-product of inertia of the half-waterplane is large," she said through a mouthful of spaghetti.

"What?"

"That's another way of saying that the waterline beam is very wide aft and very narrow forward. When the boat heels, the displaced volume aft moves to leeward much faster than the displaced volume forward, and the boat would rather move through the water at some angle than straight ahead."

She found another napkin and drew a boat from above, showing the upright and heeled waterlines.

"The problem," she continued, "is that the fixed keel or centerboard requires that the hull move at a different angle through the water so that the lifting surface can generate side force — so a lot of extra drag is created."

"Is that why wide boats usually have to be sailed flat?"

"It's a big part of it, Max, especially when

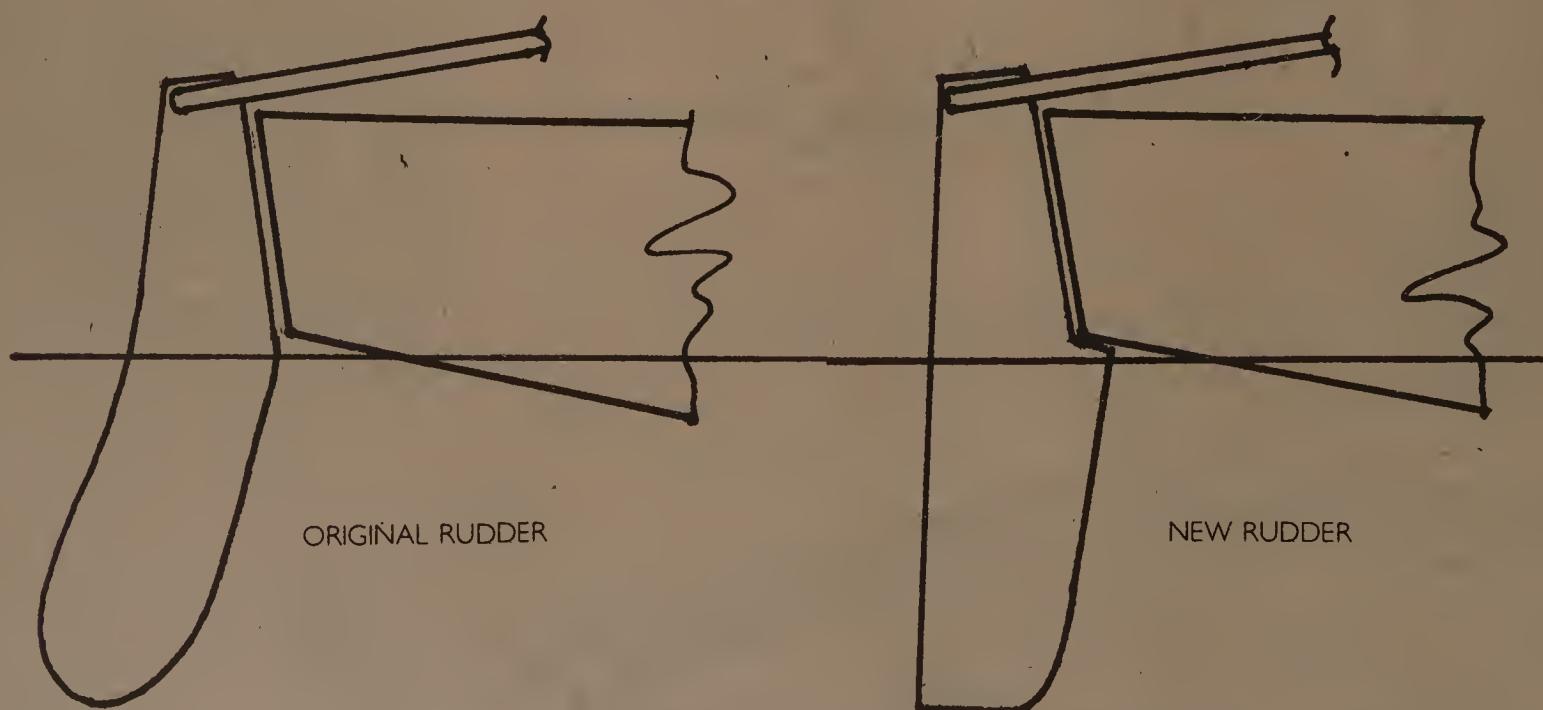
the beam is carried well aft. I suspect that the real reason bilge-boarders are so fast upwind is because the boards are 'towed-in' to conform to the angle of least resistance of the heeled hull. A bilge-boarder can be very wide and powerful, and still go fast when it's heeled over."

"This is all very interesting," I said, "but what should I tell my friend who thinks he has too much weather helm?"

"I'd suggest that he let his guests steer more often so his arm doesn't get tired. Otherwise, maybe he should shorten sail sooner to keep the boat more upright."

"Okay, I'll pass the advice along."

"Also, if he wants to go for a new rudder, he could have one built with a more vertical blade that would steer the boat just as well but keep the tiller forces much lower. If he's willing to turn the gudgeons and pintles upside-down it could even have some balance area projecting forward underneath the



"That's right. It's too complicated to explain right now — there are even some designers who evidently haven't figured it out yet!"

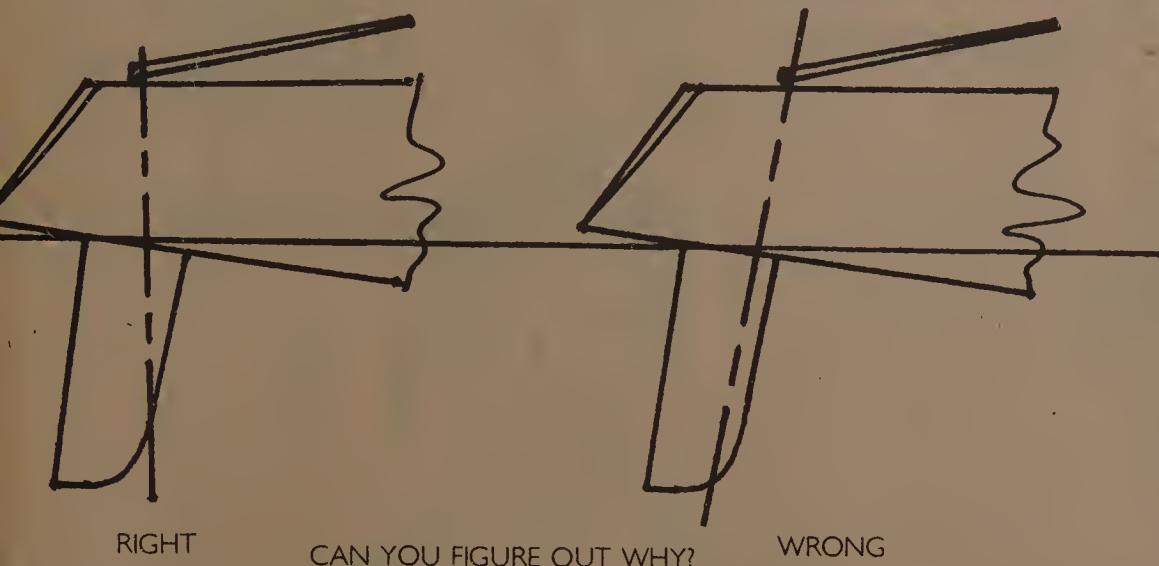
"Tell me what else happens when a boat heels," I asked, trying to keep the conversa-

tion away from the subtleties of rudder design.

"hull. Of course, the rudder would be useless for sculling, which is probably why it was designed the way it is in the first place."

"That's a good point — I can think of a few tight spots that I had to scull my way out of in boats of about that size!"

GETS LEE HELMED



Lee's friends came in just as the film, *American Challenge*, which was about one of the singlehanded transatlantic races, was being introduced. They were a bit rowdy, almost to the point of being rude, but it was

fascinating to listen to the constant stream of technical comments, wisecracks, and in-jokes that came from a bunch of naval architecture students watching a sailing film.

"You sure are a noisy crowd," I said when

the lights came back on.

"That was nothing," said Lee. "When I was an undergraduate, I went to see *Poseidon Adventure* with my whole class — they practically threw us out of the theatre!"

"What do you think of the film we just saw?"

"Excellent! I've seen lots of sailing films that make me say to myself, 'I've got to do that some day!' But my reaction to this one is 'No Way! Not Me!' They had a hard time out there, and the emotions really come through on the film."

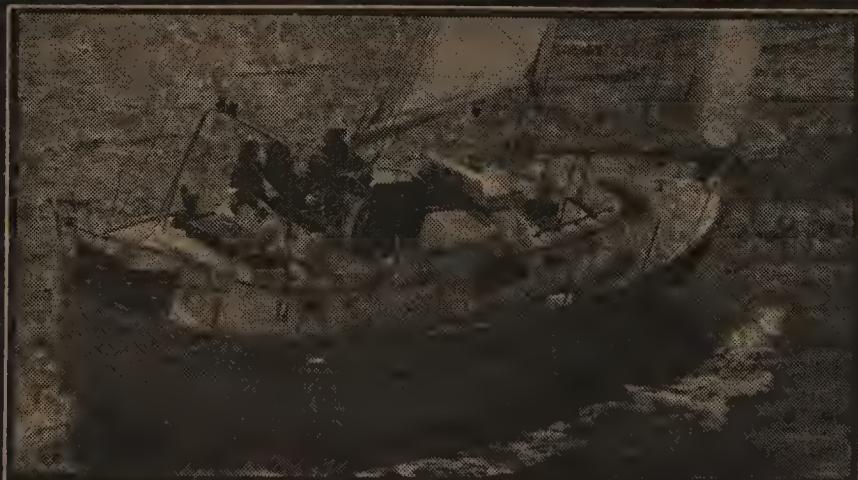
"I agree — a very realistic picture of ocean sailing."

"Well, it's nice seeing you again, Max. I gotta go — see you out there!"

— max ebb

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KEEP THIS PAGE

Everything you need to know about quality rigging.

As a San Francisco Bay sailor, only you can appreciate what can happen to rigging and gear when sailing the "slot" or gusty "Hurricane Gulch". There, in accordance with Murphy's Law, "If stays or shrouds must part, they'll part."

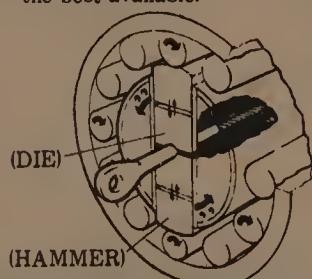
Most of us enjoy this kind of occasional excitement. But all too often, we forget that with each knockdown the chance of losing poorly inspected or maintained rigging increases immeasurably. Thus, should you win a race because the boat in first place lost her stick, yours is a complete victory none the less; it's as much to your credit as if you'd won because you're a better tactician and sailor.

The good sailor, therefore, doesn't wait for rough weather conditions to worry about what will break down. Not only does he keep a weather eye for the proverbial cotter pin to fall on deck, he's constantly alert for the smallest change in boat "feel" or appearance of his rigging that might foretell an impending failure. In the berth, he carefully examines all swages, pins, locknuts, turnbuckles, and tanks, etc. on a regular basis. The results of these inspections are duly noted in the maintenance log, along with the date when any piece of rigging or gear was replaced.

Replacement dates are important. If you're a serious ocean racer, the life expectancy of the best stainless rigging you can buy is about seven years. Beyond that (maybe even before), you're operating on pure luck. Cruising skippers have been known to keep their rigging twelve or more years, but anything beyond seven or eight years makes marine surveyors and insurance companies very unhappy, depending upon who you are and how carefully your boat is maintained. In short, when or why you replace your rigging is strictly your business. What you replace it with, and how, is ours.

Rotary Swaging Is the Professional Way

Rotary swaging is most preferred by yachtsmen for its reliability and long life. A large portion of our business is aircraft cable and swaging, and rotary swaging affords the most reliable and cost effective way of meeting military and FAA specifications. It is also the logical choice of yachtsmen who want assurance that the swaging and materials they buy are the best available.



The sketch illustrates the heart of a rotary swager and how it works. Note how the forming dies, backed by hammer blocks, revolve around the work. Each time the hammer blocks strike two opposed rollers they are driven inward, causing the dies to close and compress the metal being swaged. The metal literally flows into the valleys of the cable, forming a bond stronger than the cable itself. Forming takes place throughout 360°, resulting in a perfectly round swage.

This is a far cry from hand-operated bench swage machines. If not absolutely in perfect order, the hand machine causes "banana shank," a slight curvature of the terminal shank which transfers much of the strain to a relatively few strands of wire. In the hands of an untrained operator, excessive shank compression caused when passing a terminal fitting through the machine several times can cause splitting and premature failure of the shank. And because of the

difficulty of swaging evenly throughout 360°, hand machine swages often reveal "flashing" or ridges on the shank — evidence of uneven swaging and possible failure. Surveyors are quick to reject both flashing and banana shank. At Cables Unlimited, tolerances are held to within + .000" and minus .005" to insure against excessive shank pressure, and every swage is checked with a micrometer.

In short, rotary swaging adds up to a fraction of the cost of materials. For only a few dollars more, you can be sure you bought the best.

Insure Added Life to Rigging with CU WETHERBAR™ Protection

Many yachtsmen heat new swagings to flood the wire with beeswax where it enters the swage. Hopefully, this provides a salt water barrier that protects lower swages. This can be a very dangerous practice, however. Excessive heat not only drives out core preservatives but can destroy the temper of the wire itself. Any heating of control wires on aircraft rigging, for example, is strictly forbidden by FAA regulations, so we leave this to your discretion where yacht rigging is concerned.



The correct procedure is to impregnate the wire and end terminal with a special preservative before swaging. Called CU Wetherbar, this process provides superior protection over melted beeswax while

eliminating the danger of destroying your wire prematurely. Be sure to ask us about this exclusive process originated by Cables Unlimited. It costs a few cents more, but adds extra life for your rigging.

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Maintenance and Inspection Tips for Yachtsmen

Here are some suggestions that may uncover trouble before it starts. Add your own to the following list and be sure to enter part replacement dates in your maintenance log. You may want to make some of these inspections before and after every sail:

1. Check swages by running your fingernail around each barrel. A split can sometimes be felt or revealed under a magnifying glass. Note that some discoloration may be normal. Pick at each strand where it emerges from the barrel to see if one is broken. If so, replace the cable.
2. Look for chafe between stays and lifeline wires. Tape or install PVC on the lifeline wire — not the stay. Any wear indicates the cable should be replaced.
3. Inspect turnbuckles. Are locknuts or pins in place?
4. Remember always to install clevis pins so that the locking cotter pins can be seen from the cockpit.
5. Inspect clevis pins for offset caused by over-wide clevises or stress.
6. Check stays for wear at points of sail contact. Believe it or not, cable strands can actually wear through, in time, from sail chafe.
7. Rotate top turnbuckle clevises so that pins face fore and aft. In effect, this creates another toggle to reduce whipping on lee steys where they emerge from the swage. This is a major cause of cable failure.
8. When aloft, inspect tangs for hairline cracks, particularly at points where tangs leave the mast. Also check for tightness of tang screws or signs of wear at throughbolts, if used. Examine the upper topping lift swage. Topping lifts have been known to fail as one or more crewmen place their weight on the boom when furling sails.
9. Before going aloft, check the halyard at the point where it passes over the masthead sheave. Run a cloth along it and see if it hangs up on a broken strand. Check the swage carefully as mentioned above. Ask someone in the rigging business what additional precautions should be taken before going aloft.

Cables Unlimited has supplied quality swaging and cable to the marine and aircraft industries for nearly 20 years — your guarantee that we know our business. Next time you replace your cable, compare our prices and quality. You'll be glad you did.

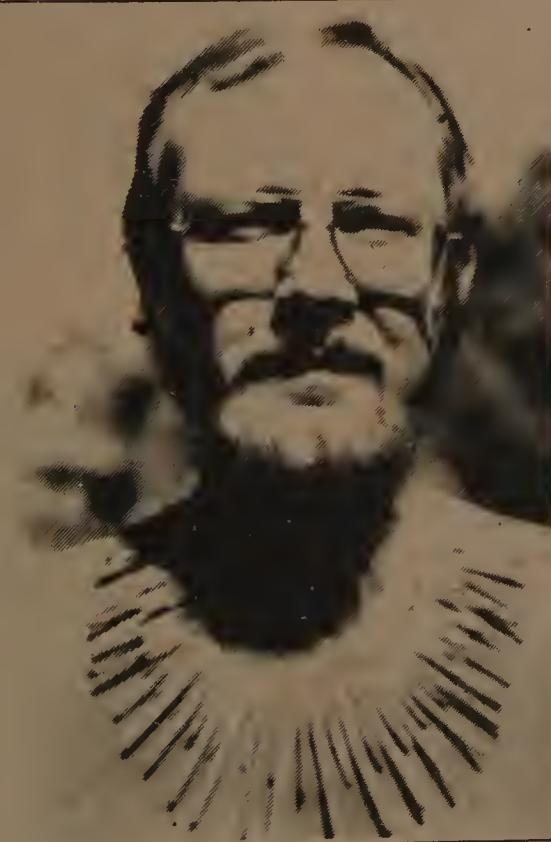
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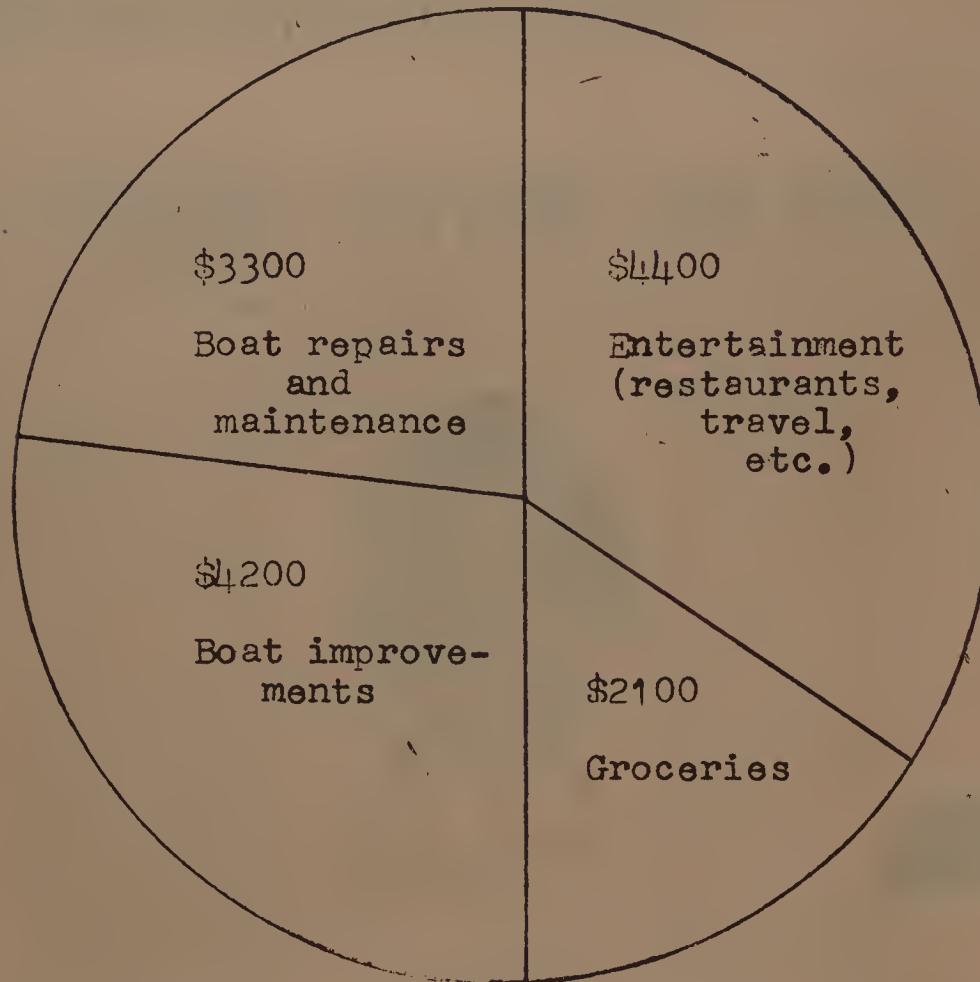
AFTER
cruising into the future.

In May, 1980, Larry Rodamer and I took a year's unpaid leave from our jobs at IBM and left Oakland for a cruise that was supposed to take us to Mexico, Tahiti, Samoa,

Hawaii, and back to the bay area. "Pretty ambitious plan," you say. "How did it work out? How much did it cost? How does it feel to be back at work?" And, if you've ever

dreamed of cruising, "Could I do it?"

Latitude 38 talked to us before we left and figured we'd have a few problems. Since then we've written a series of articles giving



One year's expenses -- \$14,000

you an idea of what happens when "innocents" go messing about with boats and the ocean. After 345 days and over 7,000-miles, we're not so innocent! Here are the things we've learned: about the boat, ourselves, and cruising, not necessarily in that order . . .

1. You can do anything you want,

Lots of people want to go cruising, but not too many do. Many people ask "How did you make it happen?" Really, you can do anything you want, you just have to want to enough to make choices. At first, we just fell into the idea of going cruising — day-sailing on Larry's Venture 24 — then a week's vacation on the boat and hours looking at boats in magazines, at boat shows, and at brokers. Even buying a boat capable of ocean cruising wasn't a firm commitment. Once we bought

Dove in San Diego in September 1979, and finally got her to Oakland, we realized we could go cruising. But did we really want to? Larry did for sure, but I would have had a problem with completely severing all ties to job, home, and possessions all at once. For three months we played with the boat — sailing, slowly re-installing gear that had been dismantled during her year at a dock as a live-aboard, and considering the option of a year's leave "sometime soon".

In December 1979, some outside events finally triggered our decision. Larry was offered a super job in southern California, and I was getting more involved in local politics. If we followed either of those options, it would be four or five years before we could go cruising. We just couldn't stand the idea of waiting so long, so we decided to go for a year as soon as we could get ready. May was

"We always
make up the dinette
double-berth with
sheets and pillows,
even at sea."

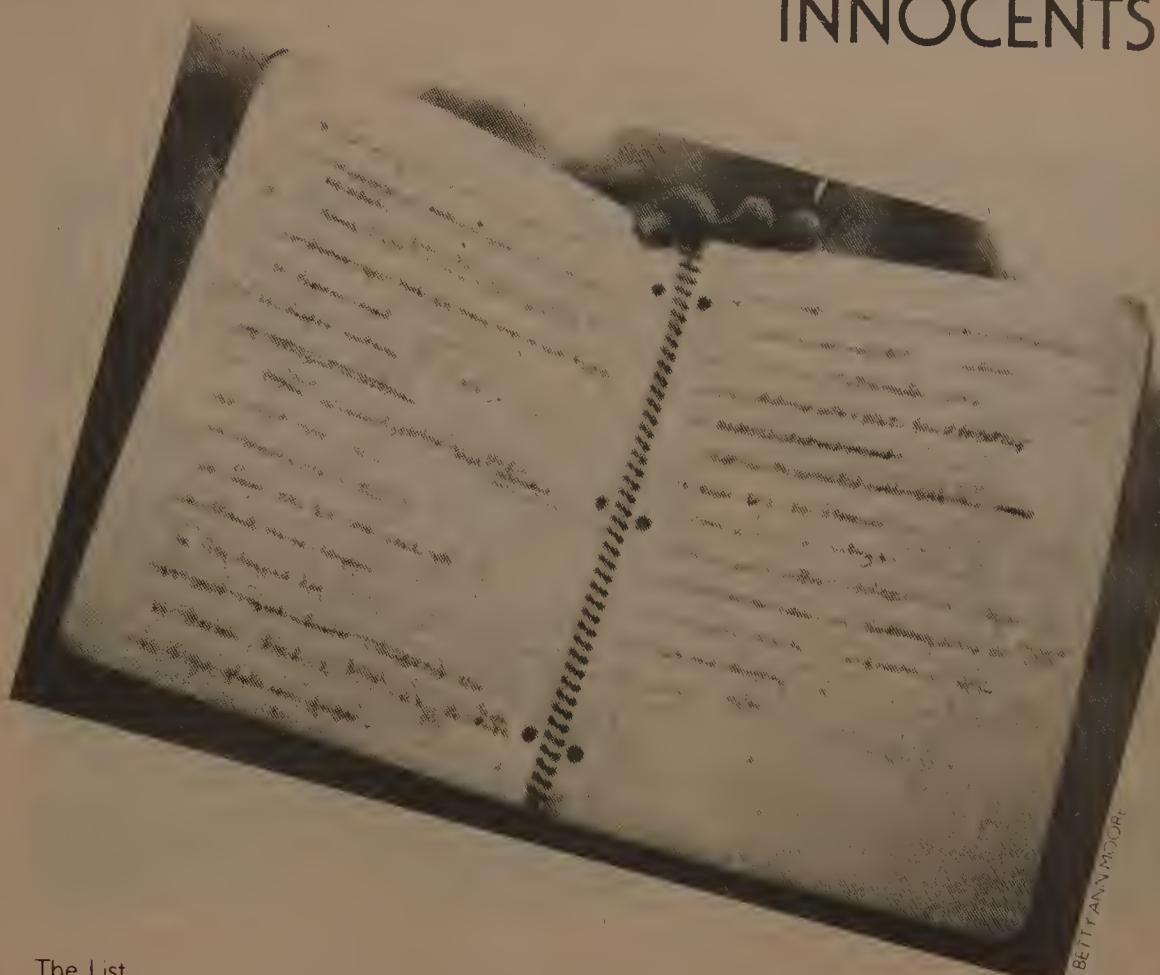
the soonest we could plan on — job commitments, learning navigation, and getting the boat ready set that for us. September would have been better, but that would have put us in the South Pacific during the hurricane season, November to April.

Four months is a short time. The only way we pulled it off was by really setting priorities. We had a list of things to do before we could go, and every evening when we got home from work we'd look at the most important things left to do and try to accomplish something. Sometimes we'd catch ourselves "just relaxing" and realize that wasn't going to get us anywhere, and lots of times we were discouraged by the list getting longer faster than we could cross things off.

Several things helped. Knowing we were only going for a year, I could store all our clothes and household goods, rather than go through the trauma of selling it all. Money wasn't too much of a problem, since we could count on coming back to our jobs. The boat was pretty well equipped for cruising, although we did need a mainsail and installed a knotmeter/log. We eliminated some "frills" — VHF radio, expensive dinghy — in the interest of time and expense.

Dove.





Most of all, setting a firm departure date was important. Early in January, we set "May 1, sort of" as our time. Our leaves were approved by IBM, with our last day of work to be Friday, May 2nd, and we decided we'd better leave the following Monday or we'd spend half the year "getting ready". I picked the ebb tide at 6:30 a.m. May 5 for our departure, and that's when we left.

That, however, was the exception that proved the next thing we learned:

2. You can't operate a sailboat on a schedule.

Well, you can try, but you'll be continually frustrated. We had figured on two weeks to go the 1,000-miles to Cabo San Lucas, and planned on leaving Mexico for Tahiti not later than June 1. A series of minor problems with the boat on the way down the California coast soon changed June 1 to June 15. We finally left Cabo June 22, after two hurricanes had already formed south of Mexico. Hurricane Celia forced us to abandon our plans for the South Pacific and we spent six months in the Sea of Cortez as a result. Lucky thing, too — we got to learn a lot about cruising in relatively sheltered waters,

The List.

and enjoyed some superb fishing, snorkeling and generally super cruising.

Boat and weather circumstances have generally caused us to miss every plan we made. We had hoped to get to Hawaii by December 1, to have time to cruise the islands and still get back to San Francisco by May 1. We finally got there in early January. I guess if you have to go on a schedule, be sure it's a generous one, or be prepared to change plans.

3. Murphy's Law applies to sailing.

"Whatever can go wrong, will." And the corollary: "And at the worst possible time."

For instance: While we were hurrying down the coast to Mexico, a refrigeration line split while the engine was on fire because the glow-plug for the heat-start stuck in the ON position. The good news was that we were tied to a dock in Oxnard's Channel Islands Harbor at the time, and were able to get repairs and the fire-extinguisher recharged easily.

During the year, we had about 35 failures of one sort or another. The engine accounted for nearly half, 15, and far more than its share of aggravation. The major engine problem was the fuel system. It's 12 years old, and the fittings are loose, cracked, and stripped from being opened for bleeding too often. Once Larry got the routine down, he quit paying mechanics \$75 a throw and learned to tighten and bleed the system himself.

We had a few minor rigging failures, and

of course they always happened underway in heavy air. The staysail halyard block fell off the mast twice. Our boomvang was a disappointment. We bought the Nicro-Fico boom fitting and web strap, and the Schaefer blocks. During the year both Schaefer snap-shackles came apart, the web strap frayed through, and the aluminum boom fittings corroded where the web was attached.

4. Necessity is a mother.

"... the mother of invention." All these



Boom! Vang!

failures tax your ingenuity and energy to come up with fixes, bypasses, or substitutes. We learned to bleed the engine at sea, to handsew sails, and lots of other useful things, all from necessity and experience. We also learned the virtues of not procrastinating on maintenance we knew was needed; that'll bite you just as bad as the



BETTY ANN MOORE

INNOCENTS



LARRY RODAMER

Isn't cruising fun?

unexpected things (not that we're always virtuous).

5. Nothing is ever simple.

This is often overlooked by cruisers describing their way of life. This law has many sub-articles:

- a. You always have to move something to get to something else.
- b. There is no such thing as a 15-minute job.
- c. Definition of cruising: Walking long miles in the hot sun carrying heavy objects.
- d. It helps to be strong.

This last is interesting. Many people set off on a cruise or bareboat charter straight from a "normal" suburban life. Especially for women, the first week can be hell. The amount of energy required to keep your balance on a constantly moving boat (remember, you're living aboard all day long, every day, not just a few hours on a weekend), never mind using the head on a cold, wet night, climbing over lifelines into a bobbing dinghy, rowing or starting an outboard, carrying heavy bags of groceries or laundry, juggling water and fuel, is truly amazing. It's great for the figure and muscles, but we were physically tired all the time for the first three months.

6. "Gentlemen don't go to windward."

This is a quote from the skipper of a trimaran we met in Mexico. We thought he meant "trimarans don't go to windward" until we spent a full day logging 45-miles to windward in the fabled Sea of Cortez chop to make good 16-miles. The trimaran came in the next day in 2 hours with a fair breeze!

The idea behind this law is that when you're living aboard, touches of comfort and civilization become very important. They are hard to maintain when the boat is on its ear and soaking wet. And when you are going to windward at sea, that's the way it is.

We always make up the dinette double-berth with sheets and pillows, even at sea. You sleep a lot better with room to stretch, and somehow living in a sleeping bag for a year doesn't sound too civilized.

A working head, with standing headroom, is important. We knew many folks, including ourselves and some with practically new boats, who resorted to a bucket out of frustration at a constantly leaking head. We finally got all the spare parts to rebuild ours (not all included in the standard rebuild kit), and believe me, it's better this way.

Dove has a nice galley, with a gimballed propane stove, and precious stowage space allotted for recipe books and a full complement of spices. If cooking isn't your thing, this may not be important, but being able to launch into a full-scale orgy of baking is an important civilizing touch for me.

Refrigeration is a wonderful contributor to

civilized living (cold wine, fresh meat, and the like), but you'll have to decide for yourself if it's worth the bother. Lugging blocks of ice (long miles in the hot sun) or repairing leaking freon lines may not be, for some. Right now our engine-driven compressor system is working well and I love it.

Since our boat is our home for the indefinite future, a nicely finished interior was important when we bought the boat, and we'll continue putting out extra effort to keep it that way.

7. "Cast our your fortune on the sea."

A line from the Oak Ridge Boys' song *Sail Away*. I don't think they envisioned tearing up hundred dollar bills and throwing them over the lee rail, but sometimes it seems that way.

When we left San Francisco, we thought the boat was fully equipped and provisioned for a year's cruise. We had installed all the safety gear we wanted, bought a new mainsail, and hauled out and painted the bottom.



LARRY RODAMER

Slow cruisin'.

Nine hundred dollars of canned and dry groceries were aboard. As it turned out, we spent about \$14,000 more during the year,

NO MORE

which included \$4,200 of additional equipment for the boat (Avon dinghy, 2 hp outboard, VHF radio, etc.).

As any boat owner knows, anything for a boat is expensive. Never mind that, the thing that really blew our budget was restaurant meals. Since we looked at the year as a vacation, we didn't skimp on dinners out, rental cars, taxis, etc., and we spent over \$4,000 on those things alone.

We think we can live on a cruising budget of \$5,000 a year, but we'll have to eliminate most of the frills and shop carefully for things for the boat. We met two couples who were living on \$200 a month or less. They walked a lot, fished a lot, did their laundry on the boat, and were great at promoting barters and free goodies.

8. "Ask and ye shall receive . . ."

This applies to information from other cruisers, visa extensions, shrimp from shrimp boats in Mazatlan, and lots of other things.

9. I'd rather be anchored.

Cruising is much more about anchoring than about passage-making. In 345 days, we only spend 61 nights at sea. Fifty-one nights we were at a dock (50 of those in California and Hawaii — Mexico doesn't have many marinas!). The other 233 we were anchored. Our anchors, chain, and line are all oversized for the boat according to most supplier's charts, and although it makes for heavy lifting, it gives you a secure feeling if the wind pipes up at night.

Coastal cruising and island hopping are a lot more fun than passage-making, I think, but passages are the only way between places so you have to know how to do it. Our year's cruise kept us close enough to land that I only had to do celestial navigation on 44 days (27 of those between Mexico and Hawaii). I'm sure that ratio will change as we head into the wide open spaces of the South Pacific.

We visited 57 different harbors, some of

them more than once. Often a day's run would be 5-miles or less, and on 218 days we didn't sail at all! By the end of the year, our philosophy became "Make love, not sail." But if you really don't like sailing, don't go. We averaged over 20-miles a day, even with all that anchoring. That's a lot of sailing.

It sure beats workin'.

In spite of all the problems we had, and knowing that we're giving up the comfortable suburban life for relative discomfort and poverty, we've left our jobs and homes for the cruising life. You can't beat the freedom of deciding every hour how you want to spend your time. And the high of a good sail after a gale, or catching a big fish, or watching the sunset over a glass of wine with new friends, can't be matched by anything we had before.

— betty ann moore

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West Marine Products

HDA/IOR

Most of San Francisco Bay's 1981 Yacht Racing Association (YRA) season is over, and here are the winners of the International Offshore Rule Divisions Association (IORDA) and the Handicap Division Association (HDA) — groups which represent about 500 boats. Next month we'll feature winners of the one-design and offshore classes. Don't touch that dial!

IORDA A

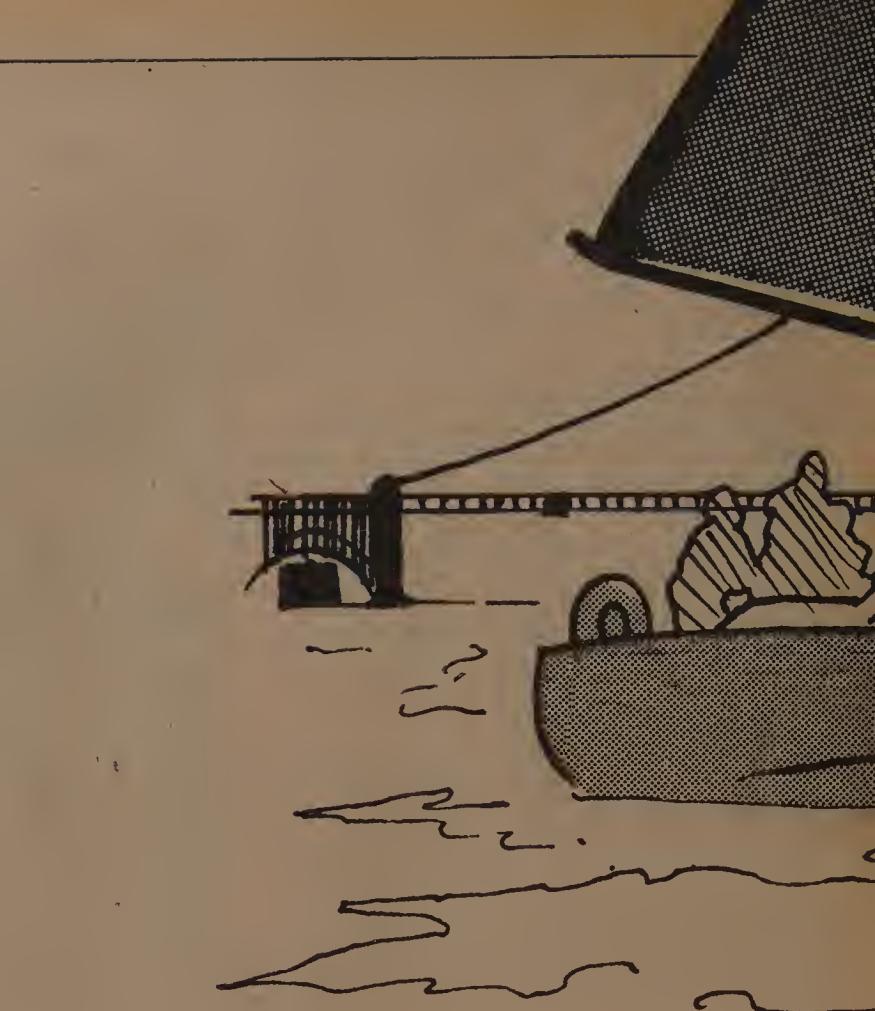
1. **Wings**, Serendipity 43, **Roger Hall/Peter Stocker**, Orinda. Crew: Paul Laur, Mike Herlihy, Sr., Mike Herlihy, Jr., Tom Kornrumpf, Jim Cottrell, Bob Billingham, Judy Scharff, Sam Goldstein, Barry Bollinger, Russ Kubiak. Score: 2,(9), 3,1,1,1,5,4 for **16.25** pts.
2. **Leading Lady**, Peterson 40, **Bruce Munro/Stan Reisch**, Los Altos. Score: 3,3,1,2,(6),5,2,5 for **20.75** pts.
3. **Irrational**, Peterson 41, **Jaren Leet**, Monte Sereno. Score: 6,5,2,(7),5,2,3,2 for **25.00** pts.

"Finally!" was the way Roger Hall, developer and property manager, summed up *Wings*' victory in the IORDA A division. In 1978, Roger sailed his Wylie 31, *Moonshadow*, to the season victory over Bruce Munro's Ericson 35, *Wanderlust*. For the last two years though, Munro's *Leading Lady* has bested *Wings* for the YRA crown. This year's racing was intense and Roger was glad he got the breaks after two years of coming up short. Roger felt 3rd place *Irrational* had some developmental problems, but was sailing very well by the end of the season. Dave Fenix's *Pegasus* would have been near the top had she not missed a change in the race instructions which knocked her out of one race.

A longtime advocate of IOR racing, Roger believes the local fleet is as competitive as anywhere, with good clean racing and a close camaraderie between the boats' skippers and crews. He also pointed out that many of the same boats participate in the Big Boat Series, where hot skippers take over the helm (most of the owners drive during the YRA season). The exposure to these "rock stars" improves the quality of racing for everyone and he appreciates the opportunity to learn in such a high-powered classroom.

IORDA B

1. **Amateur Hour**, Santana 37, **Bob Klein**, Vallejo. Crew: Mike Trimble, Johnny Paulling, Jim Robbins, Mike Bruzoni, Paul Kamen, Chris Klein, Doris Klein, Roger Dahl,



George McMeans, Jr., Susie Klein.

Score: 1,2,(6),1,2,1,1,3 for **8.75** pts.

2. **Impetuous**, C&C 40, **Myron Erickson**, Moraga. Score: (8),2,1,3,1,3,2,2 for **13.50** pts.
3. **Desmasiada**, C&C 40, **Stanley Rinne**, Alameda. Score: 2,5,2,4,(8),4,6,1 for **23.75** pts.

Contractor Bob Klein feels his victory in IOR B, the third in a row, is due to perseverance, a good crew, and years of experience racing in bay waters. Bob has owned *Amateur Hour* for over seven years, and was a perennial runner-up to boats like *Sweet Okole*, *Black Magic* and *Rolling Stone*, but the recent Mark IIIA rating has helped get him over the top. Klein's closest rival, Myron Erickson on *Impetuous*, had ironically sold his old boat in an effort to get away from *Amateur Hour*. However Bob reported with a chuckle that the IORDA B division expanded to included Erickson's *Impetuous* and the two were head-to-head once again. It should be noteworthy that *Amateur Hour* also topped IORDA's A fleet on corrected time during several races. Bob says he's thinking of buying a new boat, but he wants to make sure he doesn't go backwards in the process!

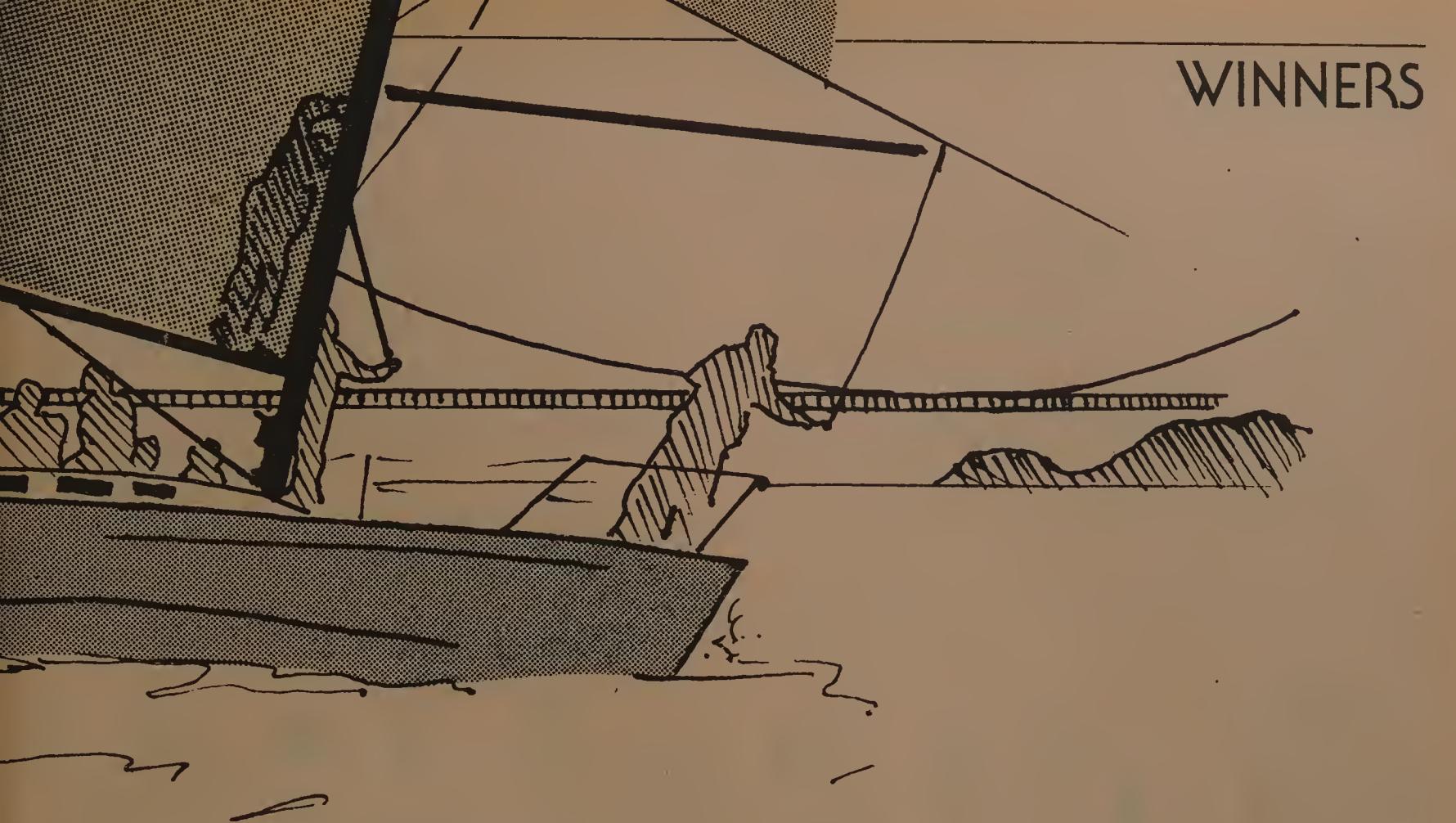
Also tough were Stan Rinne in *Desmasiada* and Len Delmas in *Another Girl*.



IORDA C

1. **Molly B**, S&S "Spirit" class, **Derek Baylis**, Belvedere. Crew: Will, Trevor, Elizabeth and Tim Baylis, Steve Schaffran, Tim Salz, Remo Patri. Score: 4,1,(5),1,1,2,3,2 for **13.25** pts.
2. **Ravishing Ruby**, Peterson Custom, **William Andrew**, Napa, CA. Score: 5,2,(8),3,3,3,1,3 for **19.75** pts.
3. **Canadian Robin**, Hood One Ton, **Thomas Eden**, San Francisco. Score: 7,9,(15),5,4,1,2,1 for **28.50** pts.

Engineering consultant Derek Baylis says he had a running battle



all year with *Ravishing Ruby* and, at the end of the season, *Canadian Robin*. Although the fleet averaged 12 boats on the line, the top three sprinted into the lead quite quickly. This was Derek's second year in IOR C; he won IOR's AB championship several years ago. Derek built *Molly B* in his backyard from 1963 to 1971 and with the old age allowance her rating keeps dropping. Stable and fast in heavy air, the boat suffers in light winds, but that doesn't bother Derek much. At 33-ft., *Molly B* is pretty evenly matched in size with the rest of the fleet; Derek says it's good racing and he enjoys it most of the time.

IORDA D

1. **Sorcerer**, C&C 1/2 Ton, **Doug MacDonald**, Larkspur.
Crew: Dan Simmons, Frand Pedrick, Gary Edwards, Bob Harrison, Barry Naville.
Score: 2,1,(4),2,1,2,1,1 for **9.00** pts.
2. **Antipodiste**, Farr 30, **Greg and Tom Quilici**, San Rafael.
Score: (4),2,1,1,2,1,2,2 for **10.25** pts.
3. **Blueagle**, Farr 1/4 Ton, **Winton Cleary**, Pacifica.
Score: 3,2,2,3,2,(4),4,3 for **21.00** pts.

Doug Macdonald, a restaurant designer and builder, says he had a neck-and-neck battle with *Antipodiste* the whole season. *Sorcerer* rates lower than the Farr 30 and could usually save their time. In the last race they even won boat-for-boat, which was a sweet way to end the season, Doug's fifth in *Sorcerer*. This is the first time they've won, which MacDonald credits to good crew work, perfect sails, attention to detail and a moderate design boat which is still in contention after four years of working out the bugs! The fleet averaged 7 or 8 boats on the line. Doug was sorry to see *Suzi*, the Davidson 1/4 Tonner, lose interest as the season progressed. He felt she was well-sailed but couldn't keep up with the bigger boats in heavier air. Doug also looks forward to more boats in his division next season.

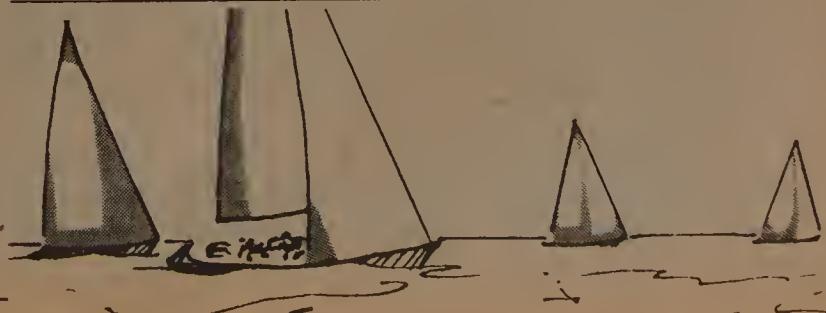
HDA F

1. **Salty Tiger**, Derecktor, Warren Yee, Oakland.
Crew: Peter Lee, Jim Lunt, John Dektar, Lori Cramer, Frank Petrie, Carole Swetky, Kingman Siu, Ben Wong, Ronna Jacobs, Ray Isaacs, Betsy Macdonald, Bo-Shan Yee.
Score: 2,3,1,3,(5),(5),1,1,1 for **11.00** pts.
2. **Storm Rider**, Aphrodite 101, **Greg Warner**, Walnut Creek.
Score: 1,1,2,1,2,(10),(8),4,2 for **12.25** pts.
3. **Mistress**, C&C 35, **Fred Winn**, Walnut Creek.
Score: 4,2,(13),(8),1,1,2,5,5 for **19.50** pts.

Architect Warren Yee described himself as an "amazed winner", having sailed his 12-year old aluminum former-SORC-winner (1969) to the top of the HDA F fleet in his first season; it was only his second year of sailing the boat. Prior to that, he had done "some sailing in Lido's at the Cal Sailing Club."

Sailing as scratch boat in the 12 to 14 boat fleet, *Salty Tiger* was the new boat on the block and it wasn't until the second half of the season that the crew began to gel. "We didn't think we could catch *Storm Rider*," said Yee, "but our crew work got stronger and we began to know the boat better. After a humble start we scared the hell out of them!"

Going into the final race, *Salty Tiger* and *Storm Rider* were tied, and Warren's heart was pounding as the gun went off. The first third of the course had light air, but when the breeze picked up, *Salty Tiger* sailed away for the 'win. Just to make sure every angle was covered, Warren had four extra bodies aboard for that race, bringing the total to 14 on the 44-ft. boat!



HDA H

1. **Wavelength**, Cal 33, **John and David Demeter**, Walnut Creek.
Crew: Dave Janney, Dennis Gruidl, Bill Gray, Jim Hansen, Sarah Buse.
Score: 1,(6),1,2,1,1,1,(5) for **6.50** pts.
2. **Zodiac**, K-40, **Frank Ballentine**, Belmont.
Score: 2,1,4,(5),2,3,2,4,(5) for **17.75** pts.
3. **Bel Ballina**, Pearson Flyer, **George Gombasy/Dee Smith/Roberto Crez**, Oakland.
Score: 3,2,2,1,4,(9)4,3,(5) for **18.75** pts.

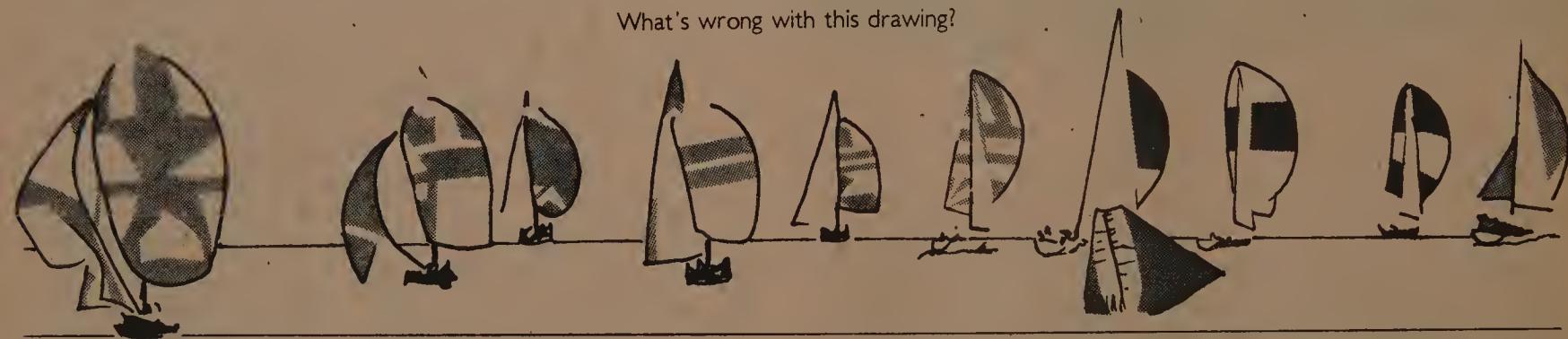
This is the third year for John and David racing *Wavelength*, and

HDA K

1. **Hurrah**, Yankee 30, **John Wright, Jr.**, Fairfield.
Crew: Jim Fair, Johanna Weir, Al Conrad, Greg Tolman, Martin Lathitzondro, Mark Ondry.
Score: 3,2,(5),1,2,(11),1,2,2 for **12.50** pts.
2. **Mist II**, Columbia 36, **Ray Sieker**, Belmont.
Score: 1,4,2,4,(12),2,(9),1,3 for **16.50** pts.
3. **Obsessed**, Santana 30, **Larry Gibbs**, Vallejo.
Score: 5,5,(16),3,5,(11),2,3,1 for **23.75** pts.

Air Force neurosurgeon John Wright, Jr. has owned *Hurrah* since 1974, but this was his first season racing HDA. He and his crew had competed in MORA's ocean fleet and the Yankee 30 one-design

What's wrong with this drawing?



their first in HDA division H. John feels good crew work and doing things right made the difference in their win over some tough competition. *Bel Ballina* was particularly good, but missed two races. Also close were *Zodiac*, last year's winner, and the *Peterson 33, Flyer*, which always required watching. While the fleet was on the small side, averaging eight to ten boats on the line, John pointed out they often caught up to the division ahead of them. What was missing in quantity was made up in quality!

HDA J

1. **Blue Lou**, Pearson 10M, **Walter Featherstone**, San Mateo.
Crew: Randy Hough, Clarence Mead Hopkins, Bill Grantz,
John Kumpost, Wayne Lougee, Bill Yeager, Keith Ward.
Score: 1,(4),2,(3),1,1,1,2,2 for **9.00** pts.
2. **Awesome Possum**, C&C 33, **John Rowley**, San Anselmo.
Score: (4),(5),3,2,4,4,2,4;1 for **19.75** pts.
3. **Piscean**, Ranger 33, **John McKay**, Benicia.
Score: 2,2,1,(9),7,5,4,(8),3 for **23.75** pts.

Manufacturer's representative Walter Featherstone took his second HDA division J championship in a row. Last year he also won the interdivisional Champion of Champions and hopes to repeat it again this year.

His closest competition came from John Rowley's *Awesome Possum*, which won the season finale. In light air a couple of Ranger 33's were threats, and in heavy air *Sonata*, an old, well-sailed boat, was tough. Of the ten regulars in the fleet, Walter described them all as "pretty serious sailors."

This was Walter's fifth year with *Blue Lou*. He used to race IOR, but suffered in the rating and switched over to HDA. He loves it. After winning twice he's afraid they'll change his rating, but figures "that's all part of the game."

class, so they know the boat well. Wright is quick to give his crew credit for the championship; he was unable to make several races and turned the boat over to them.

Hurrah had tough battles with *Mist II*, which is 6-ft. longer. *Obsessed* came on strong the last half of the season, and Wright also had to watch out for *Dos Equis* and *Crinan*. One boat they worried about until it proved not to be a threat was *Farr Better*, the new Bruce Farr 747 design.

Most of the HDA K racing was held in moderate conditions, enabling *Hurrah* to fly her 150 Mylar jib. John swears that sail adds a knot in speed and it has a large wind range. They even pulled out its tack in one race but had it fixed and experienced no other problems with it.

HDA L

1. **Stinger**, Zaal 1/2 Ton, **Malcolm Gregory**, Palo Alto.
Crew: Kathleen, Bob and Jim Gregory, David Deisinger.
Score: 2,2,3,(6),(8),2,2,3,3 for **17.00** pts.
2. **Confusion**, Yamaha 24, **Ron Stout**, Santa Rosa.
Score: (10),5,2,3,5,(6),1,2,2 for **19.75** pts.
3. **Starkite**, Catalina 30, **Jim Corenman**, San Leandro.
Score: 7,6,10,(15),3,1,(12),1,1 for **28.25** pts.

This is the second consecutive HDA L season victory for Malcolm Gregory, an electronics engineer. Consistency was his strong point, as he never won a race but scored a long string of seconds and thirds. Malcolm, a transplanted east coaster, had to cut his rig down to maintain his 180 rating this year, but with most of the races sailed in heavy air, the reduced sail area didn't hurt too much.

Malcolm credits Stinger's success to consistency and crew familiarity with the boat and each other — his three children were the mainstays. They knew if they screwed up they'd hear about it at home. "Of course, if I messed up I heard about it, too!" he said with a

laugh.

Gregory had the most trouble with *Confusion* and *Slithy Tove*, a Newport 28. *Starkite* improved steadily during the season. *Pegasus*, an old Spaulding 33, gave them a run whenever she showed. Overall, Malcolm credits the fleet with good competitive sailing, but wants it known that east coast preppies can sail well, too!

HDA M

1. **Flying Englishman**, Cal 28, **Bill English**, San Jose.
Crew: Jim Reed, Ced Child, Paul James, Joe Vargo, Jeff Baechler, Dwayne Delfosse, Solita Sinisi, Ted Fallas.
Score: 1,1,2,(3),1,1,1,1,(3) for **6.50** pts.
2. **Reachfar**, Cal 2-27, **Dick Horn**, Lafayette.
Score: (4),2,1,1,2,2,2,(13) for **11.50** pts.
3. **Crazy Jane**, Thunderbird, **Doug Carroll**, San Francisco.
Score: (10),4,3,(5),3,4,3,5,2 for **24.00** pts.

Bill English is an engineer and a 16 year veteran of bay sailing — 12 of those in HDA. He's won three times before, and once tied for the championship only to lose the tie-breaker. Bill says he had a better crew this year, picking up some from the Berkeley YC match racing team. He also had a bigger crew, countering the boat's tender qualities with lots of meat on the rail; 8 folks is a lot for a 28-footer, but he feels it made a difference. Of the 15 regulars in HDA M, Bill had the best battles with *Reachfar*, which gave him 6 seconds to the

mile, and *Crazy Jane*.

HDA N

1. **Wind Song**, International Folkboat, **Jim McAllister**, Millbrae.
Crew: Skip McAllister.
Score: 2,2,(5),(8),2,1,1,1,1 for **9.00** pts.
2. **Tilly Whim**, Custom, **William Snyder**, Palo Alto, CA.
Score: (17),4,1,1,1,5,4,(11),2 for **17.25**
3. **Summertime**, International Folkboat, **Luther Izmirian, Jr.**, Burlingame.
Score: 3,(5),2,2,4,3,2,(6),4 for **20.00** pts.

Jim McAllister is a pastor, which makes sailing on Sundays a difficult proposition at best. "I've learned to carefully arrange my vacations," he says. He's been racing for 8 years, having won 2 HDA crowns and finishing second last year in division M. He considers this year one of his best, especially for his father-son team. The fleet averaged 12 boats, of which the top three were extremely close. Jim's been sailing for years against Luther Izmirian and the two are close friends and competitors. Both have trouble with the 37-ft. *Tilly Whim*, which Jim describes as a "freight train under spinnaker." The 25-ft. fiberglass International Folkboats also race one-design within the HDA N fleet, meaning Jim won two titles at the same time.

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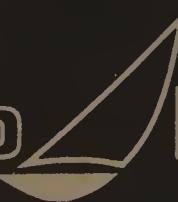
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PIER 39

Despite recent cries by San Francisco's city fathers that tourism is on the wane, Fisherman's Wharf is a hectic place on a sum-

drawing cards recently. It offers everything from restaurants to a fun arcade to jewelry shops, with a circus of street performers who

any berth. A workable truce developed between the management and boaters. Nobody checked on how often they went out and Christmas lights were voluntary, with the harbormaster loaning them out for free. In fact, the lights cheered the place up during winter, and a picture of the watery Christmas trees even graced the cover of *Time* magazine one year.



mers' afternoon. Ma and Pa and the kids from Omaha still want to see the waterfront, the Wax Museum and load up on postcards, sourdough, and geegaws from the souvenir shops. The 3-year old Pier 39, next to the Wharf, has been one of the city's major

eat fire, make rain and dive from mind-numbing heights into a shallow pool with 30 knots of cross wind. The electronic machinations of computerized cash registers syncopates the babel of the crowd as they weave their way through, around and over the Pier's business.

Under the original ownership and development of Warren Simmons, Pier 39 catered strongly to the tourists and achieved a relative degree of success. From the beginning, however, the surrounding marina, with its brightly colored hulls topped by a forest of rigging and fluttering sails, was seen primarily as appropriate dressing for the outskirts of the Pier. The attitude that the marina existed for the visitor's benefit and not for the boat owner's raised a few eyebrows in the nautical circles. Written into the berthing agreements were items such as making from 40 to 50 outings per year and mandatory display of Christmas lights during the holiday season.

In spite of these somewhat heavy-handed requirements, the marina filled up immediately. Considering the lengthy waiting lists at nearby harbors, boat owners were glad to get

Repairs and romance.



Pier 39 has become both a popular tourist spot and a place frequented by cruisers. The guest dock, located in front of the harbormaster's office on the northeast section of the Pier, can handle an average of 15 to 20 visitors at a time up to 40-ft. in length. The cost is minimal: \$2.00 for up to

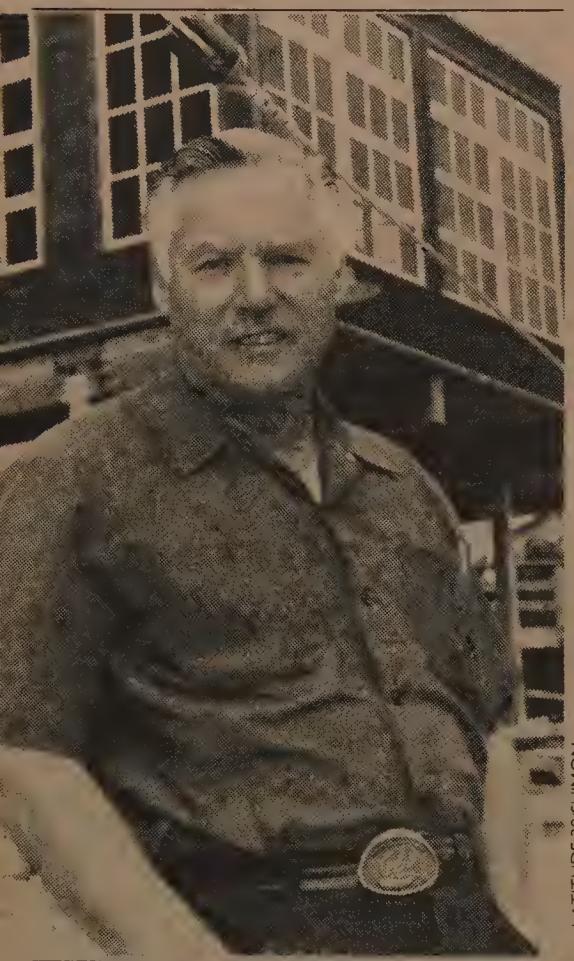
four hours and \$5.00 a night, but it's on a first-come, first-serve basis. It's sometimes tough on a weekend to find a spot, but you can call ahead on channel 16 to ask what's available. Since the guest dock is exposed to surge and wind, visitors need plenty of fenders and strong line. There's ice and electricity (you need a Hubbell twist-lock to plug in), but no fuel. Nearby activities to fill up

your weekend include 14 restaurants, and a bazaar of shops on the Pier itself, with nearby bus connections to the rest of San Francisco. Fisherman's Wharf is a five minute walk away.

For the sailor, Pier 39 offers one of the premier locations for scenic splendor and windy action. John Peabody, a bearded young intern at U.C.S.F., recently obtained

Seagull's eye view.





LATITUDE 38/SIMON

George Hagerman, Pier 39 harbormaster.

a berth on the east side of the Pier for his Union 36, *Panacea*. He likes being able to slip out for a quick sail between his medical duties, especially for moonlight shorties to the Golden Gate and back.

Panacea, on E dock, is one of several boats which form the hub of marina activity, social and otherwise. Known as "The Doctor", John treats the various diseases (social and otherwise) that afflict the locals. Across the dock, suave Rick Forker hangs out on his powerboat and acts as social chairman. Nightly meetings are held at the Neptune, the restaurant and watering hole on the northern tip of the Pier.

Gathered in the cabin of John's boat, Rick, John, Earl from down the way on the Cal 46 *To and Fro*, and Ron Smith, who owns a DownEaster also berthed nearby, talked about the Pier's pros and cons.

They all agreed the biggest problem has been the surge. The only thing separating the north end of the Pier from the choppy, swift flowing bay is a rather meek-looking tire breakwater, called "the maze". The tires cut the chop, but do little to dampen the swell from passing motorboats and the natural action of the bay. The worst situation is a storm from the north, which occurs during the win-

ter. Ron, a clean shaven executive-type, recalled one 12-hour period when 6-ft. rollers came charging through. It was so rough, he said, you had to crawl down the docks on your hands and knees!

Finding a way to securely fasten your boat without banging the dock has become a fine art at Pier 39. Right after the Pier opened up and the first big blow showed the berthers what they were in for, there was a run on black rubber snubbers, around which the mooring lines are wrapped to cushion the shock. They are known affectionately as "dildoes".

Some have worked out their own system of shock control. Earl, the scruffy-type sailor, prefers a system using rubber tires, galvanized chain and 3/4-inch nylon (the minimum recommended size for any boat on the Pier). He splices the line onto a galvanized thimble to prevent chafe, and connects that to the tire with chain. The tire, in turn, connects to the dock with more chain.

Both Earl and Rich run boat maintenance businesses, and have gotten pretty sophisticated at this game. They recommend leaving



Above: Rainmaker James Szeles (right) plying his craft with help from an assistant. Below: The maze.



LATITUDE 38



LATITUDE 38/SHIMON

some slack in the line. When the line does go taut, the tire absorbs the load.

For the uninitiated, the surge can be quite frightening. When John first came to the Pier this past spring, he was taken aback

crash landing on the opposite side of the boat. He now keeps it secured with bungey cords.

For all the talk about the monster surge, everyone agreed good seamanship takes care of most of the problems. The recent change of ownership of the Pier (to the partnership of Moor & South and Bass Brothers Enterprises of Texas), prompted talk of building a solid breakwater. That would take care of about 80% of the problem.

There was a recent attempt to "grow" a breakwater. Earl explained that the Pier management ran a wire grid between two pilings and juiced it with electricity. Theoretically the electric current would pull minerals out of the water and create a solid coral formation. The idea was great, but the last time divers went down to check, the results were disappointing.

Another factor to watch for is current. It can be tricky going in or out the northern opening in a flood tide. Boats have been pinned on the tire maze and even against the pier itself on occasion. For the macho, it's a great test of man and sea, but for the more prudent it's easier to enter from the southeast.

All four agreed the atmosphere of the marina pleases them. The hustle and bustle

BEWARE OF THE MAZE

Reader Ron Landmann of Oakland sent us the following timely letter about the perils of the maze.

"I took my boat out to see the Wednesday race of the Big Boat Series. While waiting for the Santa Cruz 50's to get up to the weather mark, we hid in the lee of Pier 39.

An Islander 36, *Gaelic*, came by and tried to sail up the narrow tire channel which was directly into the wind. She fell off a little, and the wind (25 to 30 knots) filled her jib and the results are in the photos. [Unfortunately the photos are too dark to see, but take our word for it. *Gaelic* got hung up in the maze

— Ed.]

*The Pier 39 work boat couldn't get *Gaelic* off the tires, so they called the Coast Guard. The Coast Guard couldn't pull them off either. Two hours later, as we were sailing home, they were still out there. Maybe Pier 39 is going to make *Gaelic* into a lightship to mark the channel entrance."*

*Mind you folks, *Gaelic* is far from the first boat to get hung up — so be careful. And if any of you out there have perfected the technique of getting off the maze — well, we'd be interested in hearing from you.*

one night when his television set turned into a flying missile, launched from one bunk and

of the tourists nearby can be ignored; most of the shops front on the center of the pier and



LATITUDE 38 SHIMON

most of the foot traffic is out of sight. Gawkers come to gaze at the boats and take pictures of their girlfriends with a nautical backdrop, but the locked gates prevent outsiders from wandering around on the docks.

The west side of the pier is more protected from the surge due to a section of solid breakwater to the northwest. Most of the big boats over 40 feet are berthed here. It's also windier over there, and noisier, due to the nearby helicopter ride which takes off and lands every few minutes.

The smaller boats have to contend with the surge on the east side, but they're shielded from the wind by the pier itself. In the summer, the sun breaks through the fog by late morning. In the fall it can even be quite lovely when the warm days come and the tourists go away.

With all the bars and restaurants nearby, the social scene is active, but not necessarily ideal. For the locals, it's only really cool to patronize the bar at the Neptune and get your morning coffee at the Eagle Cafe. The Eagle is a 60-year old lunch and breakfast joint which Simmons had picked up and relocated on the second floor of the Pier. Marginally acceptable for the boating crowd is the Following Sea restaurant. The newly formed Northpoint Yacht Club used to hold their meetings there, but have now leased a space of their own near the Neptune, which should be operational by November.

There are plenty of pretty ladies strolling up and down the Pier all day long, but as Rick points out, they're almost all tourists and usually have mom and dad or hubby along with them. For those with some serious people cruising in mind, "Baghdad-by-the-Bay" is nearby with easy bus connections.

Parking can be a big problem, but, like the surge, if you plan for it you can manage. On summer weekends the line to the Pier's garage often runs a block long after 10 a.m. Rick says even during the week it gets bad. Boaters who spend a lot of time on the Pier sometimes even rent stalls by the month at one of the nearby parking lots. During the

Below: Anti-surge device, the chain and tire variety.



winter months the crush eases up considerably.

The group gave high marks to harbor master George Hagerman. George operates out of the northeast corner of the Pier, right next to the guest dock. Earl, who's put into ports from the Caribbean to the Northwest, says George is the best he's run across yet. Everybody gets a fair shake and visiting boats are handled efficiently and professionally.

Berthing rates are currently \$3.25 a foot per month for boats less than 50 feet and \$3.75 a foot for those over 50 feet. There's also a monthly \$.23 possessory interest tax charged by the city, which comes out to \$82.80 a year for a 30-ft. slip. For some accounting reason, the Pier separates the tax out on the bill, which means the boatowner can easily deduct it from his or his own tax



Local hangout.

returns.

As the group split up to go about their tasks for the rest of the day, John prepared for a sail. Some friends of his came aboard and made ready to cast off. On the Pier nearby, a small group of tourists gathered to watch as John backed out of his slip and turned to head for open water. His stern pulpit came within inches of touching the cement overhang of the Pier and the crowd watched as he nearly touched their feet. John eased the engine into forward and pulled away from the spectators. With a smile, he turned around, waved and said;

"It's all part of the price of admission, folks!"

— latitude 38 — suc



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SANTA CRUZ

What's happening with Santa Cruz boat-builders these days? That's exactly the question we asked ourselves one day last month before sailing down to find out. Here's our report:

Bill Lee is Santa Cruz' most prolific boat-builder, with *Magic*, *Witchcraft*, two-time TransPac winner, *Chutzpah*, *Panache*, the Santa Cruz 27's, St. Francis VII, the Santa Cruz 33's, the Santa Cruz 50's, and of course *Merlin*, holder of many TransPac records, to his credit.

He wasn't responsible for the first ultralight in Santa Cruz, but it was certainly Bill's sailing dreams and entrepreneurial talents that have helped Santa Cruz become the world-renowned boatbuilding town it is. Lee ceaselessly promoted ultralights as the most fun way to sail, and it was after working for Bill that several other local boatbuilders started their companies. Then too, it was in Bill's yard that much of the town's boatbuilding labor force first got fiberglass dust under their skin. Without a doubt he's been the central figure and blazed the trail by demonstrating you could successfully market Santa Cruz boats without the traditional dealer structure.

For years Bill's boats have been built in a

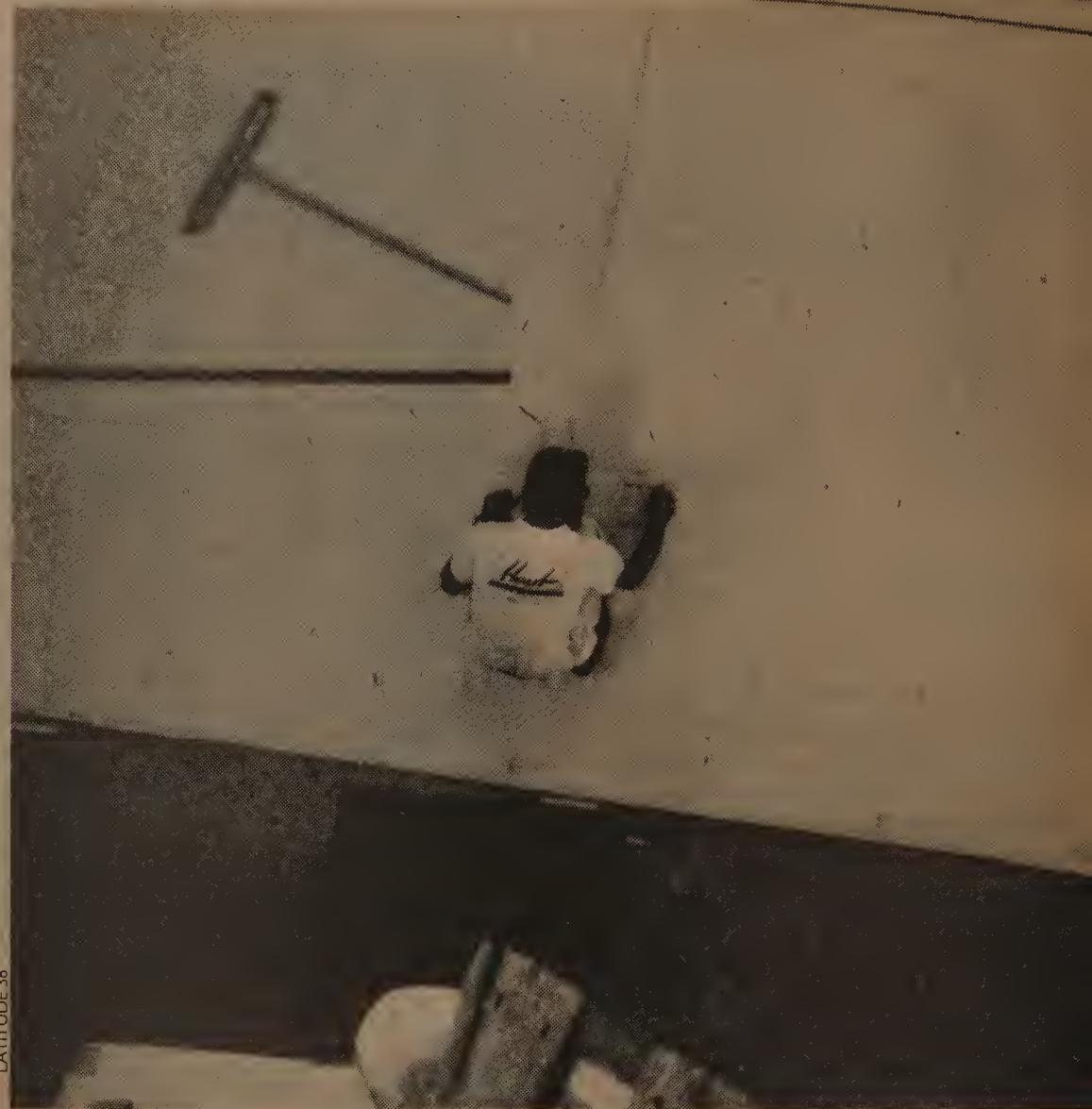
The new Santa Cruz 40 is no flat-bottom boat.



LATITUDE 38

chicken barn above Soquel's Hilltop Drive, just a block or so away from Merlin St. But now there's a new boat, the Santa Cruz 40, and the entire project is being housed in a former farmer's cooperative in Santa Cruz. The new facility is a stone's throw from Alsberg Bros. Boats, two stones throw from the Olson 30's at Pacific Boats, and three throws from C&B Marine.

In Honolulu after the last TransPac, Lee



Another big new project gets drawn up at C&B Marine.

explained that he hoped to have the first Santa Cruz 40 completed in time for next Spring's season-opening Ano Nuevo Race.

Judging from the progress evident on the hull and deck molds, the boat will be ready.

The Santa Cruz 40's basic dimensions are

Bill Lee's latest design takes shape in the old farmer's cooperative.



LATITUDE 38

A small, dark, rectangular inset photograph showing the hull mold of a boat, possibly a 40-foot Olson 40, in a workshop or storage area.

\$109,500.

Some Santa Cruz observers who have seen the bottom of the hull mold are surprised that it's not flatter than it is. Some even whisper that either George Olson or Bill Lee have to be wrong, their new 40's are that different.

The irony is that George Olson won't concede that Pacific Boats is even going to

other interests.

One of the 'other' things George enjoys is 'dirtsailing', a sport in which he's captured the America's Cup in 4 of the last 5 years. His dirtsailors are marvelous creations, the latest of which clears the ground only by virtue of a 9-inch crown. Friends say it has hit 70 mph with just the small wing and no mainsail; that from a standing start it has covered over 12 miles in less than 10 minutes. We've also been told it's gone over 100



Photo courtesy of Pacific Boats

George Olson driving another America's Cup winner in the Nevada desert.

as follows: LOA — 40-ft; LWL — 36-ft; Beam — 12-ft; Mast — 50-ft; Displacement — 10,500. The boat is expected to rate about 40.0 IOR, and will probably sell for

build an Olson 40. Yes, he's done some preliminary drawings, and yes, everyone expects he'll do a 40, but so far George is playing it close to the vest — and, he does have

mph.

Meanwhile back at the boatyard, partner Lyn Neale explains that if indeed Pacific Boats does an Olson 40, the preliminary

SANTA CRUZ

drawings suggest that it would look a lot like the Olson 30, that it would have over 6-ft headroom, and would displace somewhere between 7,500 and 8,500 pounds. With a somewhat astonished laugh, Lyn remarked that the old rule was a boat cost \$1,000 a foot; now it's more like \$10 a pound.

If Pacific Boats does do a 40 — and two unnamed but top sailors have "promised" they would win the next Singlehanded TransPac in one — they could very conceivably be completed by next Spring. In a town recognized for superior boatbuilding craftsmen, George Olson and Pacific Boat's third partner, Alan Wirthanen, are said to be among the most talented. With the aid of Lyn Neale, the two of them built the plug and completed the first Olson 30 from

scratch in the incredible time of 10 weeks. It's far more certain they could complete an Olson 40 by Spring than it is that they want to.

A little ways to the north is one of the older boatbuilding concerns in Santa Cruz, the Moore Brothers yard. Way back John and Ron Moore built 505's and Jester dinghys; and, just last month Ron reached a milestone by launching hull No. 100 of the Moore 24's. Typical of just how incestuous boatbuilding is in Santa Cruz, the Moore 24 is a development of the first Santa Cruz ultralight, George Olson's *Grendel*. In the same vein, C&B Marine built their first boats on land sublet from the Moores, and it's there Alsberg Bros.' Terry Alsberg first stuck

The Express stops at Santa Cruz Harbor.



Terry Alsberg builds in the old Pacific Boats facility.

his fingers in resin.

Ron Moore has periodically threatened to add a Moore 44 to his line, but to date nothing has materialized and those plans are on the back burner. Several of Ron's friends characterize him as a perfectionist, which can account for fine boats but also a difficulty in getting new projects off the ground.

Ron recently told us that any new boat he'd do would probably be a 40-footer, but that it was "down the road in never, never land" — 1982 at the earliest.

In the best tradition of Santa Cruz boatbuilding, Terry Alsberg learned the craft at the Moore Brothers, and now his Alsberg 27-ft. Express competes for much the same market as his former employer. After several years of learning to build boats and observing the market, Terry cut off his ponytail, shaved his beard, and in August 1980 started Alsberg Boats with his brother, a successful businessman in the midwest.

During his 'apprenticeship' Terry decided Santa Cruz boats *might* be such successful racers just because they were light — and perhaps in spite of the possibility the hull lines might be obsolete. Consequently he looked to "non-Santa Cruz" naval architects to design his first boat. He talked with Gary Mull, Tom Wylie, Doug Peterson, Carl Schumacher, and others. Peterson, who sails a 1,100 lb. 28-ft. sloop with an Etchells rig on San Diego beer can races, was an early favorite who faded when he was "always



LATITUDE 38

SC 27 is believed to soon be going back into production at the hands of one of Bill Lee's former employees).

The wood prototype of the Express was launched on June 16th and designer Carl Schumacher has been sailing fiberglass hull no. 1. Alsberg allows that the boat has "basically been kicking ass", turning in a fine performance in the Boreas Race by finishing 3rd boat-for-boat, and taking 1st overall and 1st in class.

The boat rates 132 PHRF, sells for \$21,900, and Terry reports that his 11-man crew — mostly former employees of Bill Lee and Ron Moore — are now trying to fill orders on the 18 boats they've taken deposits on.

boat and sell them for \$31,000, but a backlog of past projects has prevented that.

Homer, who started by building cats in Hawaii, later worked for Bill Lee doing finish work on *Merlin* and the tooling on the Santa Cruz 33 with Alan Wirthanen and George Olson. He then went into business by himself doing boat repairs, and building 14-ft. Flying Gigs — of which he sold 21 last year — and some pulling boats. Following that came *New Wave*, some more gigs, and he is currently trying to complete the Bruce Nelson-designed 'Tahoe 28' one-off.

Despite the flurry of on going projects, Homer is recognized as one of Santa Cruz's absolutely first-rate craftsmen, and is a builder to be watched.

Just in back of the Santa Cruz harbor is Lighthall Marine, run by the busy Homer Lighthall, Jr. Homer impressed everyone in the Ano Nuevo Race early this year with a dazzling performance of *New Wave*, a 4,400-lb., 30-ft. masthead "fast cruising boat" he designed and built. Homer had hoped to have been in production with the

Up north by the Santa Cruz city limits and next to the Wrigley gum factory is Wilderness Boats, sometimes referred to as a "stepchild" in the Santa Cruz boatbuilding family.

A stepchild because owner John Josephs didn't evolve in the mainstream of Santa Cruz boatbuilding, but got started as "one of

Boat repairer, gig maker, boatbuilder, designer, template maker, ect., Homer Lighthall, Jr. with the partly complete Tahoe 28.



LATITUDE 38

off in Barcelona or Rio and unavailable". Alsberg finally selected Alameda's Carl Schumacher for several reasons, not the least of which was the recommendation of George Olson, who virtually had set Terry up in business in Pacific Boat's former facility.

Schumacher drew the 27-ft Express, which in some ways resembles what Alsberg calls "the typical Santa Cruz boat", meaning generally that it's light, with moderate beam, 50 percent ballast, ignores the rating rule, has a long waterline, has the 'Santa Cruz' hull to deck joint, mitred plywood interior, and is well-built. The Express differs in that it has a fuller and more powerful transom, more rocker, a double-spreader 9/10's rig that is the most sophisticated on a Santa Cruz boat, and a state-of-the-art keel.

Alsberg also decided to use more sophisticated and expensive construction techniques which he believes make the light hull stiffer thus allowing it to withstand greater rig tension. The Express is built with a Klegecell core, with structural rather than electrical grade glass in critical areas, and using vinyl ester rather than polyester based resins. Is the extra expense of the materials worth it? Terry was personally satisfied when they put a tone of tension on the rig and could measure only 1/16th of an inch hull deflection.

The construction techniques allow the boat to be an ultralight ultralight. At 2200 pounds it displaces the same as the smaller Moore 24 and significantly less than the similar-sized Santa Cruz 27. (Incidentally the

SANTA CRUZ

EXPRESS
L.O.A. 27'0"
L.W.L. 23'9"
Beam 8'2"
Draft 4'6"
Displ. 2100 lbs.
Sail Area 276 sq. ft.

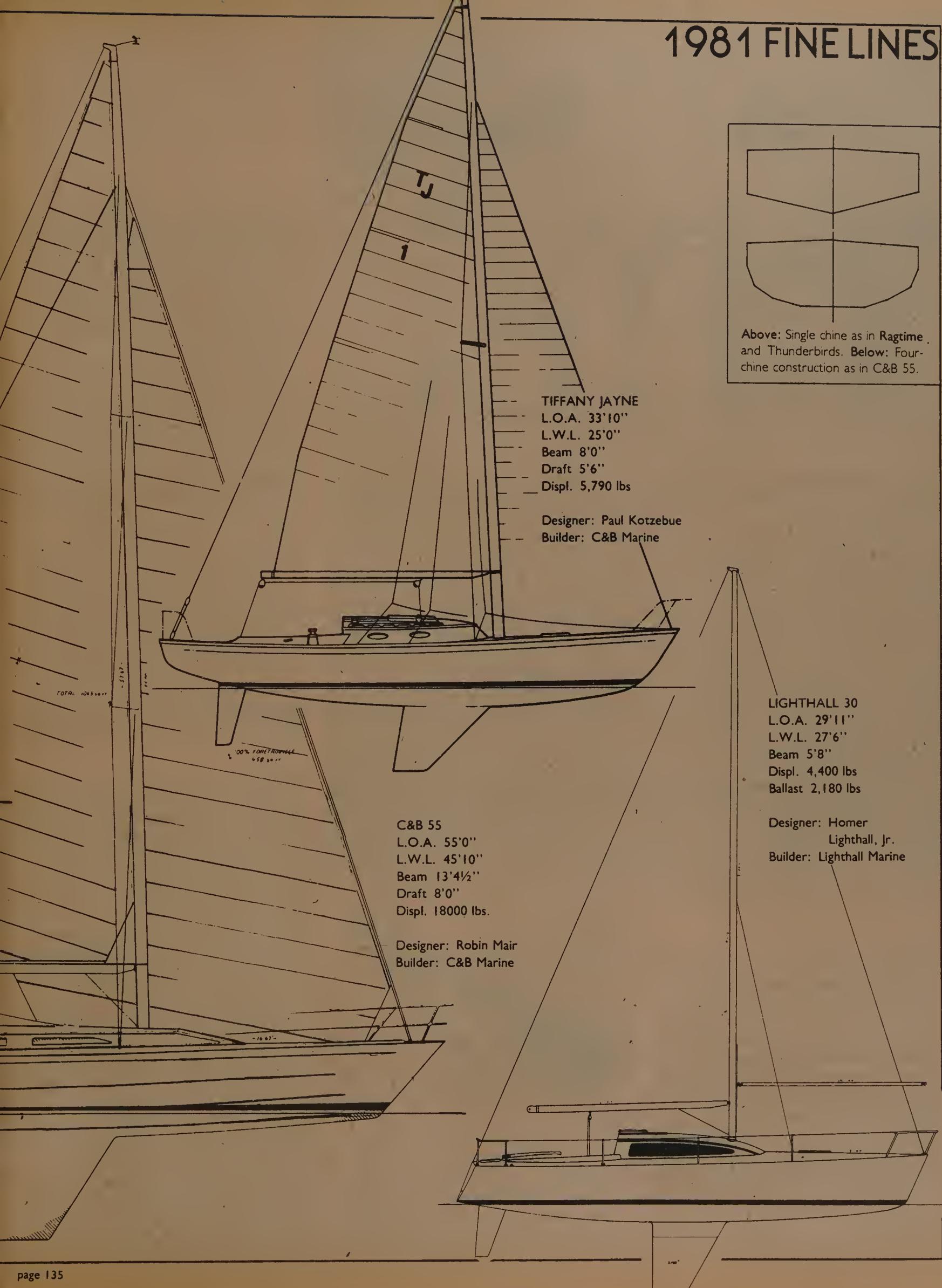
Designer: Carl
Schumacher
Builder: Alsberg Bros.
Boats

FARR 44
L.O.A. 44'0"
D.W.L. 36'1"
Beam 13'0"
Draft 7'1"
Displ. 15,000 lbs
Ballast: 6,000 lbs

Designer: Bruce Farr
Builder: C&B Marine

WILDERNESS 40
L.O.A. 38'6"
L.W.L. 32'6"
Beam 12'0"
Draft 6'6"
Displ. 9000 lbs.

Designer: Gary Mull
Builder: Wilderness
Boats



TIFFANY JAYNE
 L.O.A. 33'10"
 L.W.L. 25'0"
 Beam 8'0"
 Draft 5'6"
 Displ. 5,790 lbs

Designer: Paul Kotzebue
 Builder: C&B Marine

Above: Single chine as in Ragtime and Thunderbirds. Below: Four-chine construction as in C&B 55.

LIGHTHALL 30
 L.O.A. 29'11"
 L.W.L. 27'6"
 Beam 5'8"
 Displ. 4,400 lbs
 Ballast 2,180 lbs

Designer: Homer Lighthall, Jr.
 Builder: Lighthall Marine

C&B 55
 L.O.A. 55'0"
 L.W.L. 45'10"
 Beam 13'4½"
 Draft 8'0"
 Displ. 18000 lbs.

Designer: Robin Mair
 Builder: C&B Marine



John Josephs and Dave Roberts hold court at Wilderness Boats near the Santa Cruz city limits.

LATITUDE 38

the original "backyard boatbuilders". A step-child because some of his latest work includes modular units which don't require the all-over persnickety perfectionist zeal so common in Santa Cruz. But perhaps a step-child most of all because he isn't totally committed to light boats. When we were down there last month he pointed to a drawing of a 15,000 lb., 34-ft. cruising boat and said, "I'd like to try a nice cruising boat, something like that." Heresy in Santa Cruz.

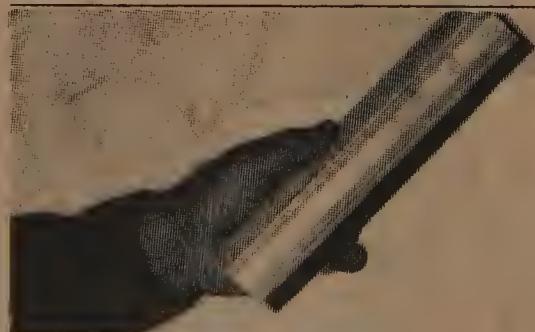
Of course that doesn't mean Wilderness doesn't believe in light boats. They've done a number of 21's like the one Amy Boyer sailed across the Atlantic and Pacific; they did a number of light Mull-designed 30-footers; and early this year were the first to come out with what appears to be the popular new Santa Cruz size, a 40-footer. Actually, it was only 38'2" when the transom wasn't extended to make it 39'; designer Mull wasn't too pleased "but the brochures were all printed" so it remains a Wilderness 40.

But if you want to talk with the Santa Cruz boatbuilder who currently has the most varied and interesting new projects going, you'd have to speak to Bob Thomsen at C&B Marine. After 8 years in town, Thomsen likes to think of C&B as Santa Cruz's 'un-Santa Cruz' boatbuilder. This means that he enjoys being associated with the Santa Cruz name which stands for excellent boatbuilding, but he also likes to be known separately because he does mostly wood boats and mostly one-offs. And he's proud of it.

In Bob's past he built cabinets, homes, and even boats in Taiwan. Eight years ago he

and wife Susie set up C&B in a part of the Moore Brother's yard where they also resided in a small loft. Bob started out building dinghy's and then did a teak deck on a Moore 24 for a Santa Barbara owner — who almost simultaneously bought C&B's first real sailboat job, *Naiad*. She's a 37-ft. cold-molded Chuck Burns design. The next two projects were also Burns designs; *Petrified*, Phil McGinn's Half Tonner which won the Nationals in the hands of Tom Blackaller, and *Topaz*, a 36-ft. cruising boat.

Next was the Wyllie-designed *Wild Spirit* for Peter Sutter, previously featured in these pages, and Dr. Al Alder's once cat-rigged *Fast Forty*. Then C&B built a couple of boats that raced in the first Kauai TransPac; *Timberwolf*, Larry Harvey's Farr 38, and *Isis*, a 32-ft. Mull-designed lightweight. After which came *Alert*, a sistership to *Wild Spirit*, and *Kurrewa*, another Farr 38, and finally *Tiffany Jayne*, the smallest of C&B's four cur-



The C&B 55 will be built of balsa cored ply made in Finland.

network and keep the cash flow going. When Bob saw the Paul Kotzbue design in a sailing magazine, he knew it was what he wanted: a trailerable 34-ft. boat big enough to cruise in Baja or the San Juans and still light enough to be trailered home. The aesthetics were right too, a traditional, rather than flashy, double-ender.

To keep the boat competitively priced at \$39,000, it had to be done in fiberglass; since cold-molded wood production is "too labor intensive." It's C&B's first boat in glass, although a wood one is approaching completion. The first *Tiffany Jayne*, owned by Orinda's Bob Tellefson, competed in the recent Windjammers' Race, and took a 3rd in class.

C&B's second current project is actually the third boat they've done for Bill Underwood of Santa Barbara — a Farr 44 Pilot-house. It's a variation of the trunk cabin 44, with a 3" higher sheer, and a masthead rig. The masthead is for Underwood, who wants to do the TransPac and Mexico races "without having to learn how to sail again". The boat will include teak decks, a water-maker, and comforts not usually associated with a Farr design. The boat goes for about \$200,000.

C&B's two other current projects get the normally implacable Bob Thomsen aroused. The smaller of them is the C&B 55, a four-chine, balsa-cored plywood boat, designed by Robin Mair who came to Santa Cruz by way of South Africa.

If balsa-cored ply makes you think of some backyard mishap, you'd have to see samples to fully appreciate it. The stuff comes from Finland in 5 x 10 sheets, and a typical section used on the hull consists of 3/8" outside ply, 1/2" balsa core, and a 1/4" inside ply. To fully protect it from the water, the entire hull gets a layer of 10 oz. glass over it.

The Baltec Corporation, which imports the cored ply, completed engineering studies which demonstrated that the ply is 20% lighter than comparable glass — and twice as stiff. The deck and some bulkheads will be of the same construction, but lighter.

The weight saving is important, because the owner of the first C&B 55 plans to compete with the Santa Cruz 50's in TransPacs and Mexican Races, as well as racing in the

rent projects.

To smooth over fluctuations in the one-off boatbuilding business, C&B long searched for a production boat that would fill a dealer

Pan Am Clipper Series. The boat should displace 18,000 lbs., rate 57.5 IOR, and because of its weight and multi-chine form stability, is expected to be a little stiffer than the SC 50's.

Most sailors in the United States associate chine boats with Thunderbirds or *Ragtime*, which the C&B 55 will not resemble. Those are boxy single chine boats. The C&B 55 is a 4-chine boat, with radiused chines that will make the hull appear soft and round. Multi-chine designs are frequently used for aluminum and steel cruising boats made in Europe.

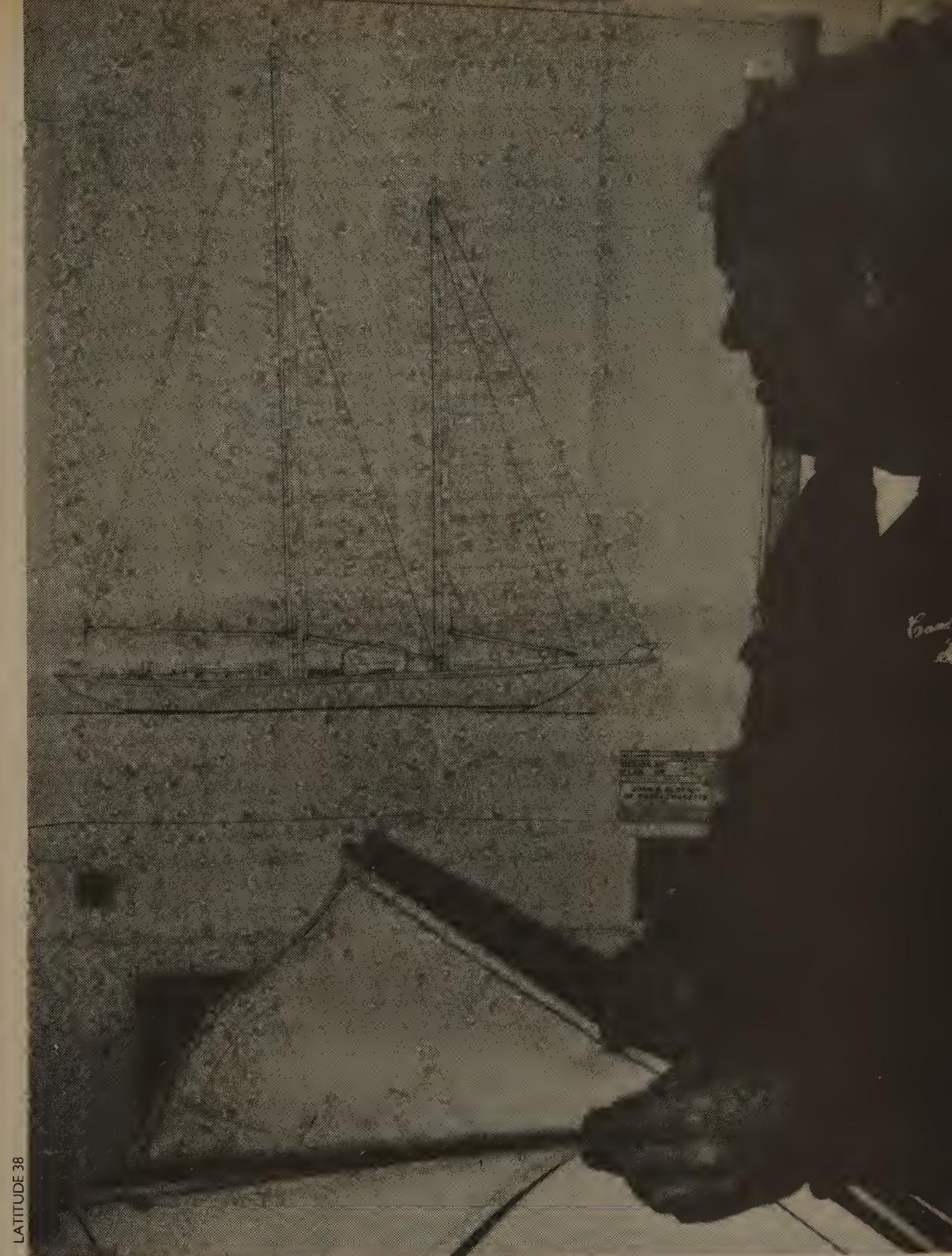
The boat is currently being lofted, will take about six months to complete (the construction is labor-saving over cold-molded boat-building), and will run about \$155,000. It's going to be an interesting boat to watch, and will smell nice.

The fourth boat C&B currently has in the oven is one to make Bob Thomsen's chest swell with pride. It's the kind of job he says he labored 8 years building a reputation to get — "a big job, one of the really good ones." It's a boat he hopes will make C&B known around the world, and it's the last boat you'd expect to come out of Santa Cruz.

She is a 70,000 pound, 73-foot staysail schooner designed by the John G. Alden Company of Boston. There aren't many more gold-platters like this being built, and C&B was chosen for the job by a Santa Barbara client who also received bids from 5 or 6 of the famous yards on the east coast. It's a big, labor-intensive job for a buyer who has owned such a boat in the past, and knows what he wants to sail to the Mediterranean.

The hull will basically be a glued structure, strip-planked of 1 1/4" square Alaskan yellow cedar, with epoxy, and covered with two 3/8" thick diagonal skins of Alaskan yellow cedar set in epoxy. It gives a total hull thickness of two inches. There are 27 frames in the boat, all laminated from Alaskan yellow cedar; the backbone — from the rudder post forward is over 50-ft. — and will be one single laminated structure, as will be the horn timber.

Bob has worked with Alaskan yellow cedar before, which is durable, won't rot, strong for its weight, takes shocks well,



The 'un-Santa Cruz' boatbuilder, Bob Thomsen of C&B, eye-balls with the most un-Santa Cruz new project.

comes in long lengths, and has a nice light yellow color. It's also hard to get.

One thing on the schooner that won't be wood are the masts. By going with aluminum sticks the owners saved \$25,000. The expense of making innumerable special castings for wooden masts was prohibitive.

The staysail schooner project will take some 14-months to complete and require that C&B more than double its current work force to 20. That in itself is a tough bill to fill, and Bob Thomsen says he may have to look to New Zealand for qualified "honest-to-god-boatbuilders" he says he's always looking for.

We asked him if he gets anyone from the various wooden boat apprenticeship programs and he laughed. "What some of those people don't understand," he said, "is that they're living in the past. Carvel planking, clinker, copper rivet rows, steambent oak — that's got nothing to do with what we do. Somebody should open an apprenticeship program for people wanting to learn modern wood boats."

Bob's probably the ideal candidate to run such a school, but right now he's just a little too busy. As it seems all the other boat-builders in Santa Cruz are.

KID'S STUFF

Our daughter Chandlee had just turned seventeen months when we took delivery of our 32' sloop. After several years, I had finally convinced my wife, Debby, that a sailboat is a wise investment — she preferred diamonds or gold. One of my better arguments

PAD EYE

"GM LOVE SEAT"

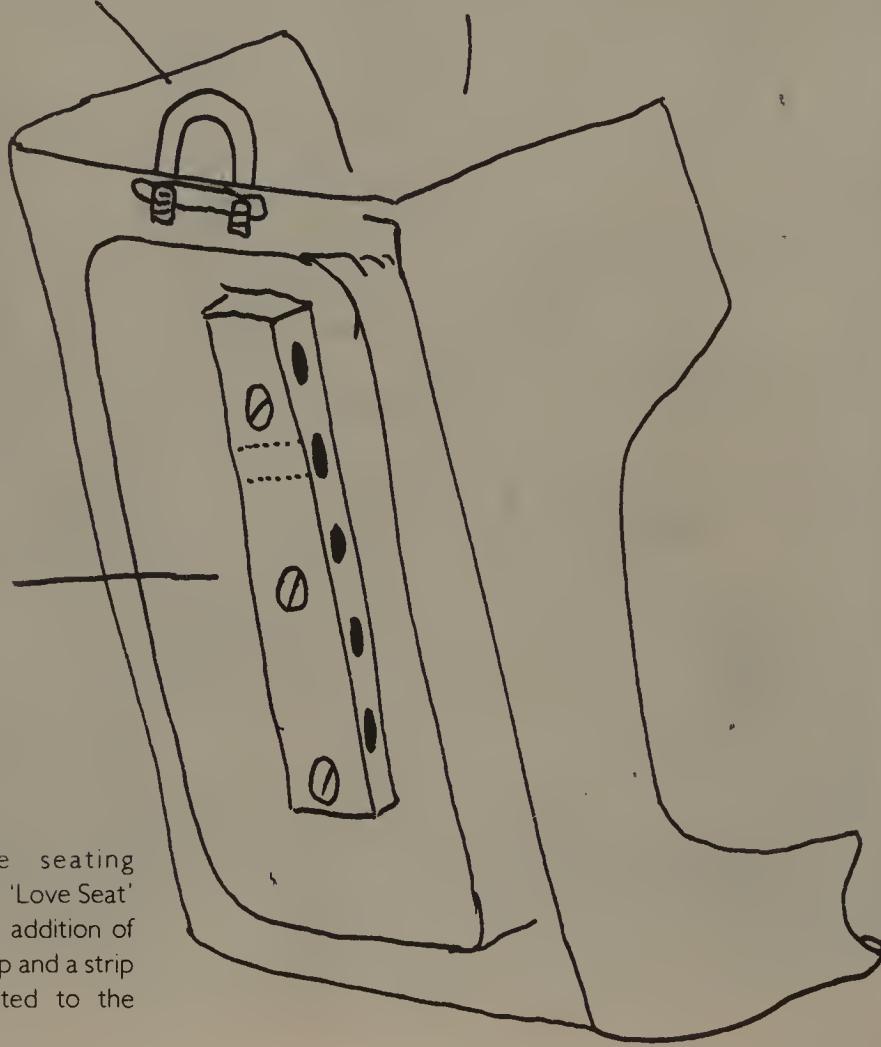


Figure A, the seating assembly. The GM 'Love Seat' is modified by the addition of a padeye at the top and a strip of mahogany bolted to the back.

for buying the boat had been that we could enjoy it as a family.

Since Debby and I took lessons from Cass in Sausalito, I knew she was into sailing and not interested in staying home until Chandlee grew up. Therefore, I began researching books, magazines and chandleries about babies aboard. Unfortunately, what little information listed dealt primarily with infants. For those non-parents or "about-to-be's", infants cannot move at will. Toddlers can move at will, but don't always do a good job of it.

Most of the time during our first outings, Chandlee was content to move about the cockpit in a safety harness tethered to the lifelines. Unfortunately, as the weather became rougher, the movement of the boat was too much for her "toddling". It became unsafe to have her topside; Debby was reluctant, but maternally retreated below with baby in arms.

The first lesson I learned about having Chandlee on board was that it meant losing my best (and only) crew, Debby, at the worst of times. If Chandlee needed attention, Debby had to provide it, leaving me to single-hand the boat. Invariably, the more hectic the seas, winds and skipper's disposition, the



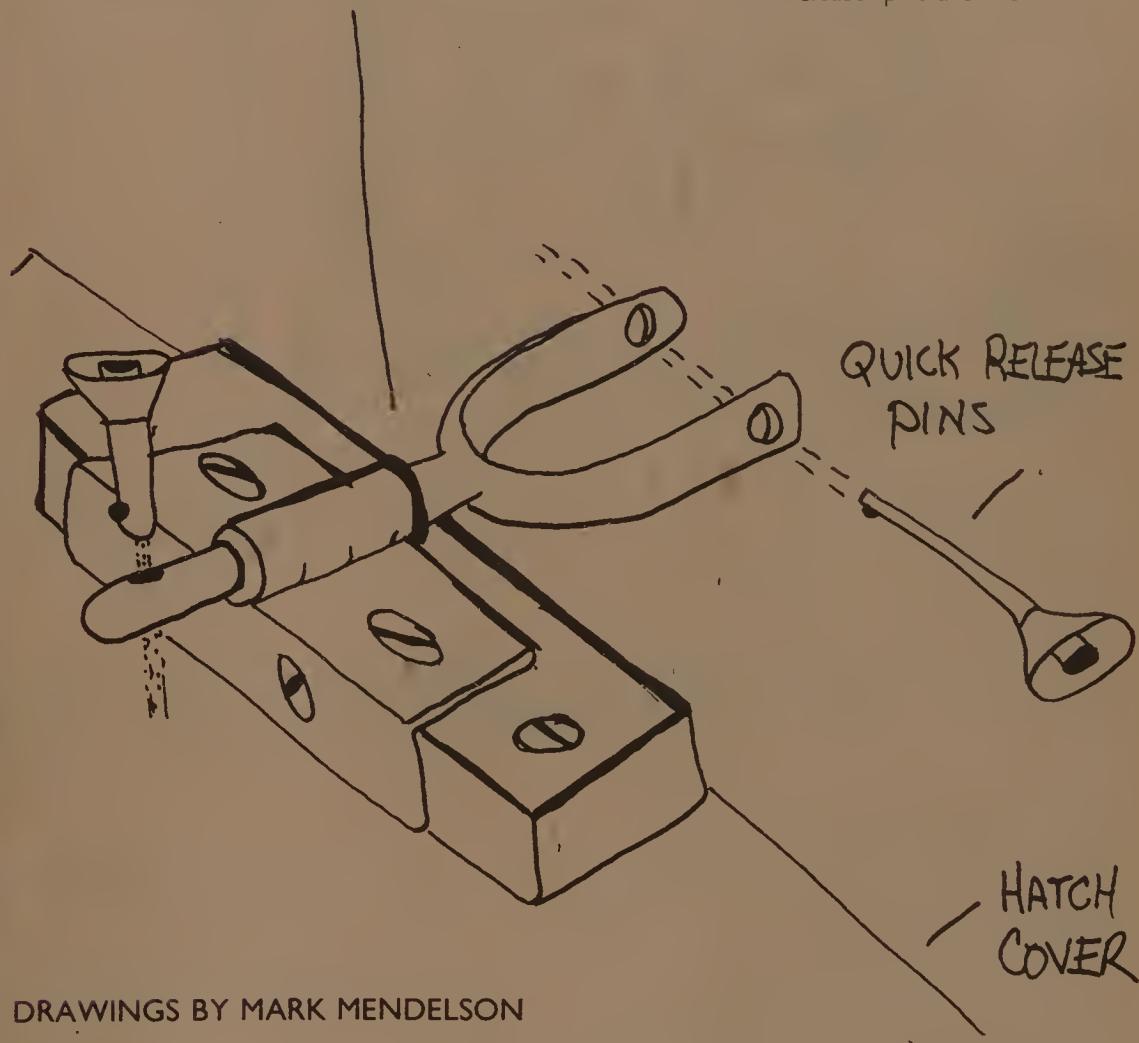
Chandlee prepared for sea.

more demanding Chandlee's disposition. Debby's disposition wasn't so hot either, since clutching a baby and Stone Wheat Thins below deck on a rolling boat was not her idea of a good time on a wise investment.

Somewhere between cardiac arrest and a "For Sale" sign on the bow, we realized we were simply not prepared to sail with a tod-



OAR LOCK MOUNTED ON TEAK PAD



DRAWINGS BY MARK MENDELSON

upright. Hanging in the companionway, she is close at hand to receive attention as opposed to being "stowed" below, alone and scared. An added plus is that the hatch can be pushed forward to allow easy access to gear below. Or it can be pulled aft to bring

Figure B, the assembly used to attach the seat to the hatch. An oarlock and two 'quick release' pins are used.

shorthanded sailing skills solved many of the problems. However, we still had to devise a way to keep the baby safe, yet entertained, without Debby's constant attention.

Searching for existing products was futile, and necessity gave birth to invention once again as I devised the now infamous gimballed "SailSeat". The modified car seat has proved more valuable than imagined. Primarily it provides a comfortable, secure and safe place to confine Chandlee at a moment's notice when Debby and I must give 100% to sailing the boat. No matter how much the boat heels, Chandlee remains

Chandlee into the middle of the action on deck, which keeps her entertained by our antics during high winds, docking maneuvers, and sail changes. In fact, her limited vocabulary includes "Helms-a-lee" which she enthusiastically shouts along with me at the appropriate time.

Ideally the "SailSeat" should have a spray dodger to keep it functional in wet weather. An adaption of the seat to a bulkhead below decks could make it double as both a storm

dler.

I think children can sense tension and fear from adults and believe me, as new owners of our first sailboat on the San Francisco bay, there was plenty of it going around. You could almost gauge the wind velocity by Chandlee's need for attention.

After several more cruises, I realized that sailing conservatively and perfecting my

KID'S STUFF

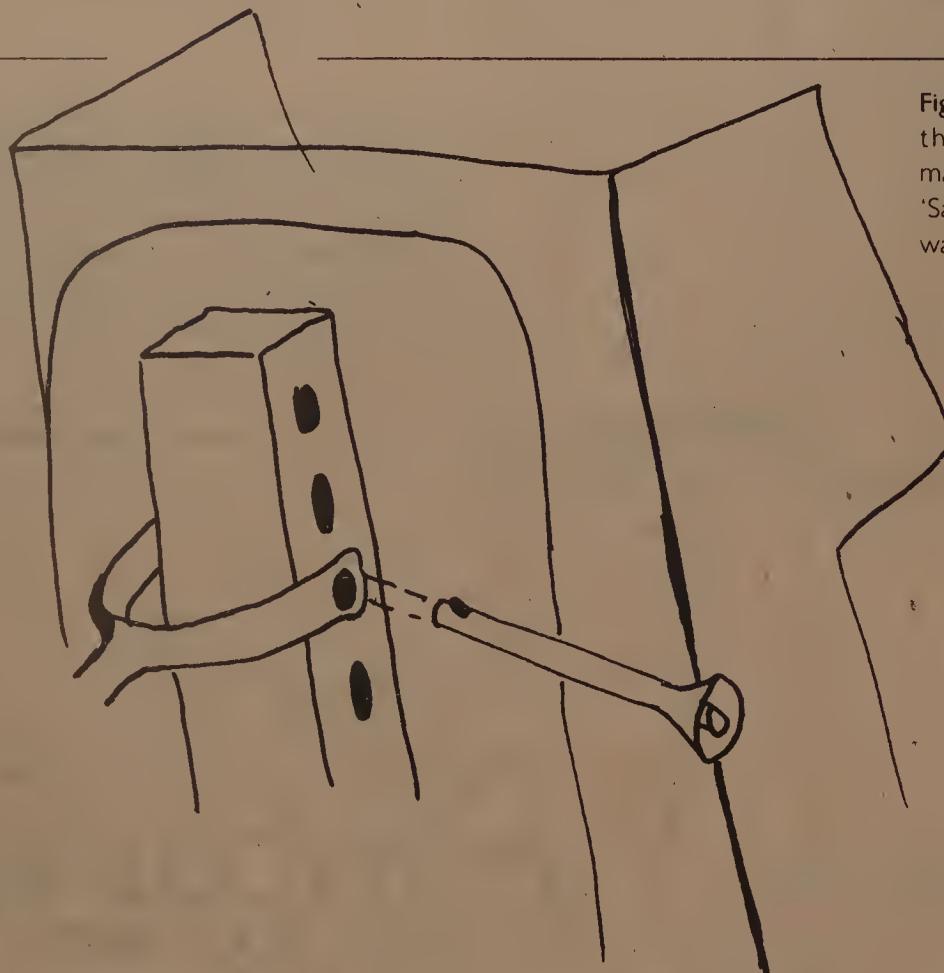


Figure C, a 'quick release thru the oarlock and mahogany strip attaches the 'Sail Seat' to the companionway hatch.

Once the seat is rigged, the child is strapped in just like a regular car seat. When the boat heels, so will the seat and the baby.

You can purchase most of the equipment for this project for under \$50 from your chandlery. The seat can be purchased for around \$20. The mahogany is about \$10 from the lumber yard.

All in all, we feel this is a small price to pay for the safety and conveniences it buys. Theoretically the "SailSeat" can be utilized as long as your child fits into it. The trick is to use it often, in clear weather as well as foul weather.

We look forward to the day when Chandlee becomes a contributing crew member, but the seat makes us feel much better about the years in between, since we can now keep her close, safe and content on the boat. Armed with several picture books, some tacky plastic toys, and the "SailSeat", we en-

seat and a highchair.

The construction principles of the seat are simple. We chose a "GM Love Seat" (car seat) because of its simplistic design. It is solidly constructed, plastic, and easily adapted to use as a SailSeat because it lacks the metal bars found on other brands.

Okay, here's the five steps you'll need: This seat requires two modifications. First, install a pad eye to the top of the seat; then, cut and drill a strip of mahogany to be bolted to the seat back (figure A).

An oar lock mounted horizontally on the companionway hatch provides the gimball mechanism needed to keep baby upright (figure B).

The oar lock is secured to the seat by means of a quick release pin passed through the oar lock into the wooden strip on the seat back (figure C).

A similar pin keeps the oar lock in its holder. We chose quick release pins as an extra safety factor in the event of an emergency.

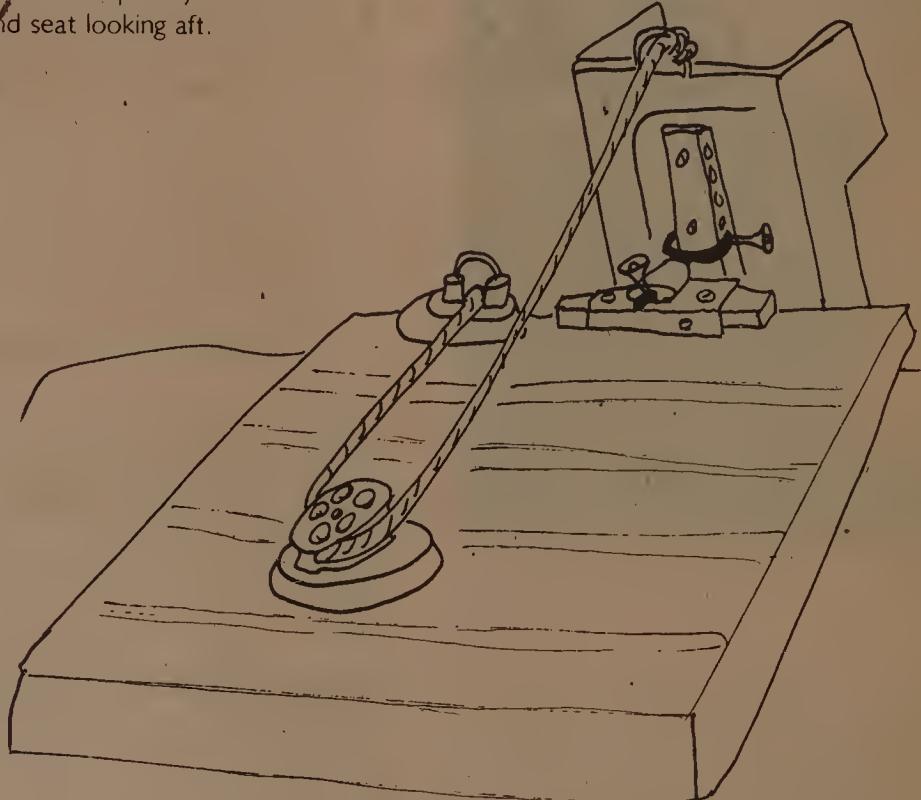
Install a cheek block on the forward side of the hatch cover opposite the oar lock.

Install a cam cleat on the hatch cover aft, next to the oar lock.

A 7/16 rope runs from the pad eye on the seat, through the cheek block, and back to the cam cleat.

The rope provides a pitch adjustment which steadies the seat's movement.

Figure D, the pad eye assembly and seat looking aft.



Additionally, it provides a back-up safety system in the event of mechanical failure elsewhere on the seat.

courage you to attack the bay with your toddler.

— mark mendelson

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48' TARTAN CUTTER full race/cruise	155,000
50' COLUMBIA just back from So. Pacific	94,600
51' GARDEN KETCH A-1, owner anxious	75,000

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2829 BRIDGEWAY, SUITE 201, SAUSALITO, CA. 94965

SELECTED LISTINGS

26' Angelman gaff cutter, 1970, good character, clean	\$18,500
27' Norwegian pilot cutter, Saab dsl., excellent survey	29,850
27' Regent cruising sloop, 1970, Hawaii singlehander	27,500
29' Rhodes Ranger dsl. sloop, cruise equipped, Pacific vet	22,500
30' Bermuda ketch, new diesel, new rigging & spars	28,000
30' Yankee Yachts sloop, 1972, RVG vane, cruising gear	32,000
32' Pearson Vanguard, 1964, excellent sails & winches, clean	36,000
34' Fisher ketch, 1977, radar, omni, good inventory	98,500
35' Rasmus sloop, 1975, Mark II vane, good gear & clean	68,500
36' Halvorson "PEER GYNT", outstanding in every way	65,000
37' Fisher ketch, 1976, radar, vane, very clean	129,500
38' Alajuela cutter, 1975, most completely outfitted	115,000
40' Linderman aft cabin sloop, 1967, Arles vane	69,000
40' Alden cutter, cruise veteran and very clean	58,500
41' Kettenburg sloop, 1967, excellent sailer, need offer	63,000
42' Alden cutter, 1940, cruise veteran, restored	49,000
43' Westsail ketch, 1979, lots of gear, like new	144,500
45' Brewer schooner, 1981, absolutely gorgeous	110,000
45' Steel cruising sloop, 1964, needs some work	50,000
45' Hand schooner, 1929, 25,000 mi. in last few years	58,000

SPECIALIZING IN OFFSHORE CRUISING BOATS — Over 100 listings

Particulars are believed to be correct but are not guaranteed;
 subject to price change, prior sale or withdrawal without notice.

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 Honolulu, Hawaii 96814
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Laurie Davidson-designed 2-Ton type Racing Yacht, fully equip. for ocean racing, cold molded Kauri wood, launched April '80, 40% ft., fast boat, fine const., owner moving up, IOR 31.4, buy her now and take her to the Circuit	\$168,000
45' Angleman ketch, 1962, diesel	\$50,000
36' Custom racer/cruiser by Wilson of N.Z., cold molded Kauri, dsl., '77	\$90,000
35' Custom Sloop by Ed Davis, 1973, cold molded, racer/cruiser	\$50,000
33' Ranger sloop, 1970	\$40,000

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BUYERS: If you're looking for a boat & don't see it here, or if you don't know which boat among the many alternatives will satisfy your sailing needs, then please call. My listings change constantly, & I may have some suggestions if you haven't decided on a specific boat.

50' COLUMBIA YAWL. '66. Lots of cruising gear & rebuilt dsl.	\$94,600
42' FELLOWS & STEWART '38. Classic wood cutter.	INQUIRE
41' ERICSON. '70. Beautiful with much gear & dsl.	\$69,500
40' CAL '65. Wheel, autopilot, 7 bags, custom interior..	\$66,500
40' ALDEN CUTTER '35. Volvo dsl., recent refitting.	\$58,500
39' CROCKER KETCH. '64. Aft cabin custom built by Reed. Mahog on oak, bronze fastened, dsl., cruise equipped & beautiful.	\$89,000
39' CAL. '80. Perkins dsl., VHF, log, knotmeter, Barients.	\$97,500
38' FARALLONE CLIPPER. '60. Beautifully equipped & maintained.	\$52,950
36' HERRESHOFF KETCH. '57. Fir on oak, diesel.	\$49,500
35' PEARSON '69. Well organized cruising boat with diesel.	\$54,000
34' CUTTER. '34. Double-ended, Mexican veteran, inboard.	\$14,000
34' TARTAN. '74. S&S design, autopilot, windlass, very clean.	\$42,500
33' PEARSON VANGUARD. Full keel, good condition.	\$33,500
32' ERICSON '70. Wheel, refrigeration, pulpits & lifelines.	\$33,300
32' ARIES. '77. Double-ended, full keel, diesel.	\$47,500
32' ATKIN CUTTER '75. Saab dsl., vane, creative financing.	\$26,500
30' YANKEE. '72. Strong & fast S&S design, race rigged.	\$35,000
30' DUTCH SLOOP. '59. Mahogany on oak, San Francisco slip.	\$19,500
30' SPARKMAN & STEPHENS SLP. '73. Wheel, Atomic 4, VHF.	\$25,000
30' OLSON '80. Gleaming and super fast.	\$34,000
30' WINDWARD '67. F/G, roomy cruising sloop w/Volvo dsl.	\$22,500
29' CAL 2-29. '76. Dsl., Barients, CNG stove.	\$33,500
28' SANTANA '78. Dsl., Meissners, custom rig, bargain.	\$30,000
27' BRISTOL '66. Strong Alberg full keel design	\$16,000
26' INTERNATIONAL FOLKBOAT '68. Dodger, o.b., spinnaker	\$14,800
26' COLUMBIA MKII. '69, VHF, dodger, spin., SF slip	\$12,900
25' YAMAHA 25II. '79, very clean, diesel	\$24,800
25' PETERSON '76. Like new, much gear & possible S.F. slip.	\$17,500
24' BRISTOL '68. Strong full keel cruiser with San Francisco slip	13,500

SELLERS: If you own any well-built boat in gd. cond. & want an honest & capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable bizarre Snafu, please call & list your boat.



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YORKTOWN 35 CUTTER — '76, dsl. Super equip. for living aboard; or for Safe & Comfortable Offshore Cruising. Has been to HI as well as on Coastal Cruises. An Outstanding Value — \$46,000.

14' WEST WIGHT POTTER, sloop	\$ 2,800
17' MONTGOMERY w/trailer	6,000
20' NEWPORT	5,220
20' BAY LADY	2 from 2,900
20' PETERSON MERMAID	4,500
20' CAL	4 from 4,450
21' ISLANDER	2 from 4,450
21' BAYLINER BUCCANEER	6,000
21' VENTURE w/trailer	2 from 3,450
21' RUSSELL MARINE	5,000
22'6" RANGER	8,350
22' REINELL SLOOP with trailer	5,750
22' CATALINA	6,200
22' SANTANA	2 from 6,500
22' BRISTOL	6,500
22' COLUMBIA	2 from 5,500
23' BEAR BOAT, rebuilt in '71	12,500
23' CORONADO 23 MKIII	7,000
23' ERICSON, sloop	8,500
23' HANNA GULFWEED SLOOP	6,000
24' HOMEBUILT NEW ENGLAND, sloop	2,200
24' BRISTOL SLOOP, dsl.	16,000
24' J-24	2 from 13,500
24' FARR 727, 1/4-ton sloop	14,500
24' ISLANDER BAHAMA	2 from 5,900
24' COLUMBIA CHALLENGER	3 from 6,000
24' BRISTOL owner carry	12,500
24'7" SANTANA 25' 1/4 TON	13,900
25' CHEOY LEE PACIFIC CLIPPER, dsl. sloop	22,000
25' FRIENDSHIP, dsl. sloop, reg. replica	25,000
25' WINDROSE, with trailer '80 sloop	13,000
25' PACIFIC SEACRAFT dsl. sloop	24,995
25' TANZER 7.5 Auxiliary sloop	11,500
25' SPITZGATTER OFFSHORE CRUISER, dblend, dsl., sloop	13,950
25' CORONADO	2 from 7,500
25' LANCER, dsl.	16,900
25' SEXTANT, 1969, dsl., f/g.	asking 11,500
25' VENTURE	3 from 5,500
25' CATALINA	16,500
25' SEILDMANN DSL SLOOP	23,500
25' SANTANA 525	13,000
25' TRIMARAN, custom	4,500
25' NORDIC FOLKBOAT	2 from 5,800
26' CHRYSLER 26 w/trailer, '78	17,380
26' COLUMBIA MARK II	12,500
26' CHEOY LEE, dsl., sloop	18,000
26' EXCALIBUR RACING/CRUISING SLP.	9,500
26' PEARSON ARIEL	15,000
26' PEARSON ONE-DESIGN	17,500
26' PEARSON COMMANDER	10,500
26' GRAMPIAN	15,000
26' RANGER	16,300



NEW PETERSON 34 (sistership) — AT OUR DOCKS — Call for Details.



45' ANGLEMAN Dsl. Ketch, 'LAVENGRO', built by Wilmington Boat Works. Master Mariner's Race Boat. Superbly maintained & equip. Bay/Coastal Cruiser, just Completely Refurbished Inside & Out. Owner Financing Possible. \$75,000.



NEW 34' AFT CABIN FORMOSA SLOOP — Volvo diesel, walk-through to aft cabin! Lots of teak, fully equipped. \$72,000.



Special of the Month!

'Hot Skitah', FARR 727, '77 — 1/4 Ton Slop. IOR 1/4-Ton No. American Champ. — '79. 7 Bags of Sails, incl. 2 Spin. w/Gear. Enjoy Fast, Exhilarating Sailing? Come check out \$11,000 worth of Full Race Equip. on this Winner — Priced to Go Fast!!! JUST \$14,500. AT OUR DOCKS. (Sistership).

26' S-2 aft cockpit sloop	20,000
26' INTERNATIONAL FOLKBOAT	2 from 15,500
27' SUN diesel sloop	25,000
27' NOR'SEA aft cabin sloop, dsl.	45,600
27' CAL 2-27	28,500
27' ERICSON	21,000
27' ALBIN VEGA	2 from 18,000
28' LANCER SLOOP	19,500
28' NICHOLS BUCCANEER	9,995
29' COLUMBIA 8.7	2 from 33,000
29' ERICSON	27,000
30' CHEOY LEE BERMUDA 30, dsl. ketch	28,000
30' RAWSON, diesel sloop	26,200
30' AMERICAN SLOOP, Nichols design	16,500
30' H-28 MODIFIED KETCH	2 from 19,900
30' PACIFIC, Nichols design	14,000
30' ALBERG ODESSYSEY Yawl, dsl.	27,500
30' CLIPPER MARINE	3 from 15,000

30' RAWSON PILOTHOUSE sloop, dsl.	56,000
31' STEEL AFT CABIN sloop, dsl.	35,900
32' COLUMBIA SABRE sloop	10,500
32' ALDEN 32 MOTORSAILER, dsl. ketch	47,500
32' ISLANDER	51,000
32' CHALLENGER, sloop, dsl.	47,000
32' PEARSON 323, dsl. aux., sloop	59,500
32'6" PEARSON VANGUARD	2 from 35,000
33' PEARSON 10M	42,000
33' MORGAN OUTISLAND 33 diesel sloop	57,000
33' GAFF-RIGGED CUTTER	12,000
33' RANGER AUX. CRUISING SLP.	45,000
34' TARTAN SLOOP	44,000
34' FORMOSA AFT CABIN, sloop, dsl., '80	72,000
35' CHINESE JUNK, diesel	32,500
35' YORKTOWN diesel cutter	46,000
35' PEARSON ALBERG, dsl. sloop	37,000
35' SPENCER, dsl. sloop	23,500
35' WILLARD aux. sloop, dsl.	78,500
37' IRWIN MK V ketch, dsl.	90,000
38' FARALLON CLIPPER, dsl. sloop	50,000
39' ALLIED MISTRESS ketch, dsl.	95,000
40' PIVER aft cabin VICTRESS, '79 dsl. ketch	90,000
40' ISLANDER diesel ketch	110,000
40' BOYD & YOUNG center cockpit dsl. sloop	39,900
41' C & C REDLINE sloop — diesel	90,000
41' FORMOSA diesel auxiliary sloop, 1980	79,000
41' CHALLENGER KETCH, dsl.	105,000
41' MORGAN, aft cabin, sloop, dsl.	97,000
41' BENNETT FLUSH DECK, ketch, dsl.	47,500
41' CT 41' aux., ketch, dsl.	97,500
42' FORMOSA SLOOP, dsl.	81,000
43' WESTSAIL, ketch, dsl.	150,000
44' ISLANDER KETCH, dsl.	79,500
44' SEA WOLF KETCH, dsl.	116,000
44' RHODES MOTORSAILER, twin dsl.	110,000
44' HARDIN BOUNTY ketch, dsl.	110,000
44' PETERSON cutter, dsl.	115,000
45' COLUMBIA, dsl. motorsailer	99,500
45' ANGLEMAN custom dsl. aux. ketch	75,000
45' EXPLORER 45 MARK II diesel ketch	99,950
45' LITTLE HARBOR diesel centerboard yawl	110,000
45' PORPOISE DSL. KETCH	175,000
45' FREEDOM KETCH, dsl.	189,500
45' SPARKMAN & STEPHENS M/S, dsl.	55,000
46' LIDO CTR. COCKPIT yawl, dsl.	69,500
50' FORCE 50 PILOTHOUSE dsl. ketch	2 from 133,500
50' HARTOG AUX. SCHOONER	26,000
51' FORMOSA PILOTHOUSE ketch, dsl.	156,500
52'8" PASSAT, aux. ketch, dsl.	120,000
55' ROBERTS 550 ctr. ckpt. cutter, dsl.	145,000
60' HARTOG CUTTER (Hull)	20,000
60' ANA MARIA gaff-rigged cutter, dsl.	225,000

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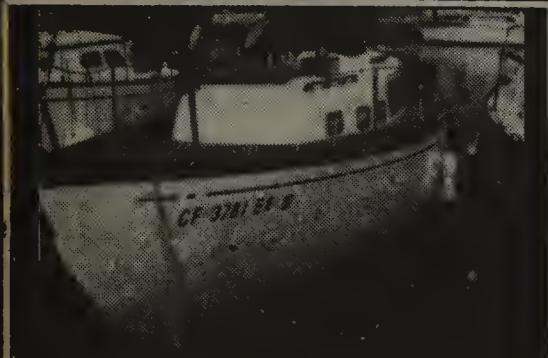
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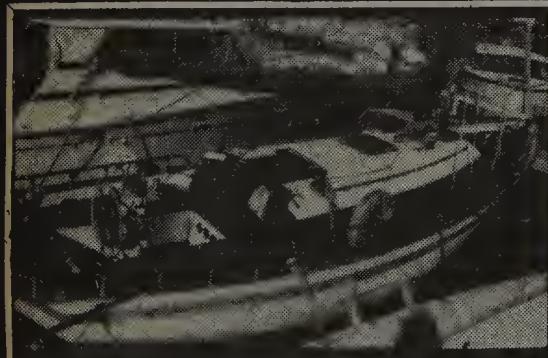
ISLANDER 36 — The most popular one-design in the bay. Diesel power, shower, electronics, very well equiped. Seller motivated.



CHEOY LEE 29 — Excellent condition, inboard diesel, ready to cruise. Asking \$26,500.



SWAN 43 — Classic S&S-design, outstanding cruiser w/jib furling, anchor, windlass, etc., beautiful cond., Nautor const., detail & value at it's best. Asking \$139,000.



CHEOY LEE 33 CUTTER — Roller furling, self-tailing winches, dsl. power, wheel steering, very well equiped. Seller asking \$52,500.

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20' CAL	\$ 5,500
22' COLUMBIA	5,800 *
22' SANTANA	7,500 *
22' HOLLAND	13,800/offer
23' KELS COASTER	7,700
24' J	2 from 13,700
24' ISLANDER	3 from 5,900
24' MITCHELL	11,000 *
24' NORTHSTAR	17,000
24' NORTHSTAR	offer
24' SAN JUAN	13,500
24' NIGHTINGALE	12,900
25' CAL	7,900
25' JR. CLIPPER	offer
25' NORDIC FOLKBOAT	6,000
25' KILLER WHALE	11,000
26' INTERNATIONAL FOLKBOAT	23,950
26' THUNDERBIRD	offer
26' EXCALIBUR	14,500
26' PEARSON COMMANDER	2 from 5,000
26' S-2	19,500/offer
26' COLUMBIA	2 from 12,900
27' CHEOY LEE	23,000
27' MULL CUSTOM	18,000 *
28' O'DAY	28,900
28' WYLIE 1/2 TON	27,000
29' CHEOY LEE	26,500
29' HERRESHOFF	30,000 *
29' COLUMBIA	35,000
30' IRWIN	45,000
30' MORGAN	28,000
30' HERRESHOFF	29,500
30' BURNS 1/2 TON	39,500
30' PACIFIC	12,500
30' CUSTOM C&C	35,500
31' AUXILIARY CUTTER	offer
32' VANGUARD	31,000
32' ERICSON	34,200
32' 5.5 METER BOAT	7,250
32' 101 APHRODITE	48,500
33' CHEOY LEE	52,500
33' TARTAN 10	38,000
33' TARTAN 10	32,000
35' CORONADO	44,000 *
35' PEARSON	59,000
35' ALBERG	39,000
35' GARDEN KETCH	47,500 *
36' ISLANDER	64,500
36' HERRESHOFF KETCH	49,500
37' FISHER-KETCH	149,000
37' ERICSON	59,900
37' APACHE	42,000
37' CF	59,900
38' ALAUILLA	94,000
38' FARALLONE CLIPPER	38,000
39' CAL	99,500
39' SANTANA	105,903
40' ISLANDER PETERSON	110,000
40' GARDEN KETCH	85,000
41' NEWPORT	74,000
41' MORGAN	105,000
43' METER R-BOAT	29,500
43' SWAN	139,000
44' PETERSON	115,000
45' STEEL KETCH	110,000
47' STEEL KETCH	75,000
50' SANTA CRUZ	200,000
50' OFFSHORE SLOOP	150,000
55' STEWART KETCH	170,000
57' SEA LION #1	180,000
59' STAYSAIL SCHOONER	225,000
65' MOTORSAILER	149,000

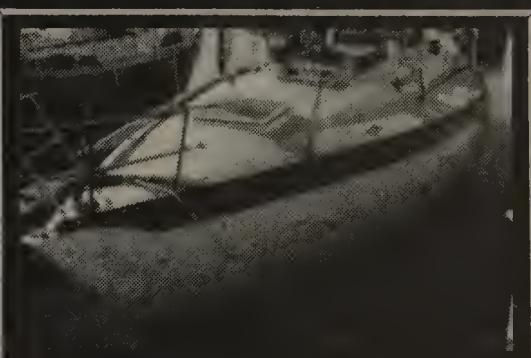
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CAL-39 — 1980, diesel, like new, very little use. Berth avail. Owners have moved out of area & must sell. Asking \$99,500.



ERICSON 37 — Bruce King design w/flush deck. Very well equiped for racing or cruising. Excellent condition. Estate sale, sellers very anxious, will consider all offers.



FISHER 37 — Fine quality English pilothouse ketch, less than 20 hrs. use from new, autopilot w/remote, k.m., depth., radiotele., etc. Owner anxious, will consider offers.



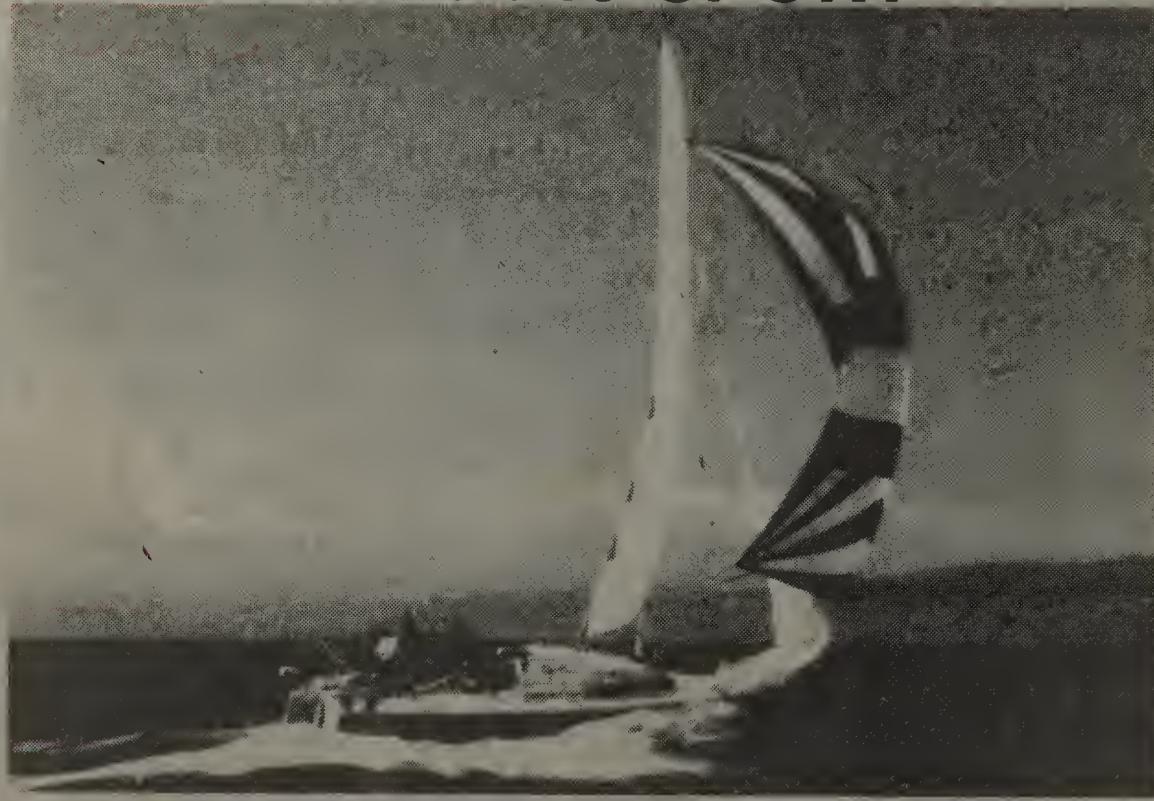
SANTA CRUZ 50 — One year old w/13 sails, full elec./hydros., first to finish Newport to Coronado etc., ready for one-design class in Big Boat Series. Asking \$200,000.

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